

Prices and Prospects.

OPES OF COKE TRADE BRIGHTEN WITH TAKING OVER OF RAILROADS

See in It Promise of Relief From the Transportation Middle.

ENDING OF CONTRACTS

Business Expired With Old Year; New Number Come Into Operation, Some Having Been Made Before Price Was Fixed; Furnace Conditions

Special to The Weekly Courier.

PITTSBURGH, Jan. 2.—The coke trade opens the new year with much brighter hopes than it has dared entertain for many weeks. Its chief reliance is upon the taking over of the railroads by the Federal government, as announced in the President's proclamation of one week ago. Hope is kindled by the fact that the coke producers and coke consumers have been materially given up, having been being improvement in transportation conditions, favorable to coke movement, by action of the railroads themselves. Neither the prior nor other orders issued from Washington nor the voluntary efforts of the railroads have at any time relieved the coke transportation situation, and the best that could be said of any previous efforts has been that they prevented the situation from becoming worse.

There has been scarcely any spot coke available in the market for several weeks. Occasionally there are a few lots to be picked up, but they are secured by watchful furnaces or dealers and do not reach the stage of being openly offered.

There has been inquiry of and on several weeks, as to contracts for coke for the first half of the new year, but these have been practically all offered by operators, seeing it is much better, in present circumstances, to sell coke only when they have it, particularly as the price is the same in any event.

Quite a number of contracts expired with the old year, these being chiefly contracts that were made late in 1917 for the year 1917 or extensions of that half contract, made in April or May. On the other hand, a number of new contracts come into operation, several of these being contracts that were made just prior to the coke price fixing of September 21. In a few instances these contracts were taken over by consumers who were not covered by the remainder of 1917. Such contracts hardly balance the contracts that expired with the old year, and the result is, according to the best informed observers, that there is a trifle smaller volume of contract coke now than there was before the turn of the year.

A precise statement, however, impossible for the reason that both buyers and sellers have been particularly noncommittal in the past few days as to their engagements. An impression in connection with average price of the coke shipped that a number of contracts expired with the old year that were on the basis of the price being adjusted monthly or quarterly to the spot market, and these contracts had been subject to 50 cent adjustment, and tended to pull down the average. An estimate is made that the average price obtained on contracts in effect for the present year is a trifle above \$8.00, probably about \$8.25.

While the present prices for coke are set by the Fuel Administration under authority of the Lever act, and steel prices are the result of a voluntary agreement on the part of producers, the announcement of the President last week that iron and steel prices are to continue for three months, to March 31, is taken as a sign that there will be no early change in coke prices. In fact, such an announcement has already been made in Washington. The market makes quotable as follows:

Conditions at blast furnaces, as to output of coke, have been substantially the same in the past week as last week. Production of pig iron by the blast furnaces is estimated at 100,000 tons, while the production at the blast furnaces connected with steel works are estimated at 75,000 tons.

Conditions in the Pittsburgh district coke trade have not materially improved. Coal operators have come to the repeated reference to a "coal shortage," and in fact, the expression is altogether misleading, that the difficulty is altogether a shortage of transportation, and not a shortage of coal at the mines. References to the Fuel Administration's set prices being unworkable have entirely disappeared. While some operations are being conducted at a loss, the loss is absorbed by the fact that it is admitted that it would be fair profits if operations were conducted at some near capacity. The set prices for coke at \$2.20 for slack, \$2.45 for screened coke, and \$2.70 for screened coke, are not at all unreasonable, particularly when sales are made by job.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Kijondike and sometimes the Monongahela district) to principal points for shipment, are as follows, per net ton of 2,000 pounds, effective June 15, 1917:

Destination	Rate
Baltimore	\$1.05
Buffalo	1.20
Canton	1.55
Chicago	2.05
Cleveland	1.75
Columbus	1.60
Detroit	2.25
St. Louis	2.25
Port Henry, N. Y.	2.55
Harrisburg	1.85
Joliet	2.65
Louisville	2.65
New York	3.00
Philadelphia	2.10
Pittsburgh	1.90
Reading	2.55
Richmond, Va. (B. & O.)	2.10
Richmond, Va. (F. & P. R.)	2.15
South Bethlehem	2.15
Swedesland, Pa.	2.15
Toledo, O.	2.55
Wheeling	2.25
Valley Pointe	1.35

For Exporters

From Connellsville District	Philadelphia (F. O. B. vessel)	Baltimore (F. O. B. vessel)	Philadelphia (F. O. B. vessel)	Baltimore (F. O. B. vessel)
Connellsville	\$1.35	1.95	1.35	1.75
Lower Connellsville	1.75	2.35	1.75	2.15

The local pig iron market has remained stagnant. The furnaces have no iron to offer for any early deliveries, on account of their production having been restricted for several weeks. There is less inquiry than formerly, but it remains the case that some of the steel works would buy Bessemer or basic if it were available. The market remains at the set prices, as follows:

Average prices of spot coke during 1917 have been as follows:

Month	Price
January	\$8.44
February	8.57
March	8.68
April	8.80
May	8.90
June	9.10
July	9.25
August	9.42
September	9.55
October	9.70
November	9.80
December	9.90

Average prices of pig iron at Valley Furnaces have been as follows:

Month	Price
January	\$30.00
February	30.00
March	30.00
April	30.00
May	30.00
June	30.00
July	30.00
August	30.00
September	30.00
October	30.00
November	30.00
December	30.00

Still Prevails in the Steel Industry; Unification of Railroads Looked to Bring Better Service.

Special to The Weekly Courier.

NEW YORK, Jan. 2.—The American Metal Market and Daily Iron and Steel Review will review the steel and iron trade tomorrow as follows:

There is no relief from the coke shortage at blast furnaces of the central west or the coal shortage at many of the steel mills, and iron and steel production continues at the reduced rate of the past few weeks.

The iron and steel markets are absolutely stagnant. Specifications against contracts are light and there is no new buying of consequence, except that of the government.

By formal announcement of the President the set prices for iron and steel products are continued for three months, through March 31. Predictions are common that by this means or that means prices will be different after that date. There is no authoritative opinion as to the probable fate of the Pomeroy iron and steel price fixing bill, but it is pointed out that if the bill were enacted the Executive would probably seek to make terms on prices in preference to undertaking price regulations under its terms. The annulment of such contracts as interfere seriously with the effectiveness of the voluntary price agreement now in effect would, however, likely occur.

The unification of the railroads of the country, favored in the President's proclamation of a week ago, should beyond question result in better transportation service to the iron and steel industry, particularly in the movement of coke and coal, and the industry may resume breaking records, after a hiatus of more than a twelvemonth.

REDUCED RATE OF PRODUCTION

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Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING DEC. 29, 1917.				WEEK ENDING DEC. 22, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,465	17,901	2,562	131,288	20,465	17,907	2,558	167,789
Lower Connellsville	17,645	15,414	2,231	120,110	17,645	15,473	2,172	123,555
Totals	38,110	33,315	4,793	251,398	38,110	33,380	4,730	291,344

FURNACE OVENS.	WEEK ENDING DEC. 29, 1917.				WEEK ENDING DEC. 22, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,645	15,414	2,231	120,110	17,645	15,473	2,172	123,555
Lower Connellsville	20,465	17,901	2,562	131,288	20,465	17,907	2,558	167,789
Totals	38,110	33,315	4,793	251,398	38,110	33,380	4,730	291,344

MERCHANT OVENS.	WEEK ENDING DEC. 29, 1917.				WEEK ENDING DEC. 22, 1917.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,407	2,949	458	20,278	3,407	2,949	458	20,278
Lower Connellsville	11,819	10,777	1,042	84,109	11,819	10,777	1,042	84,109
Totals	15,226	13,726	1,500	104,387	15,226	13,726	1,500	104,387

SHIPMENTS.	WEEK ENDING DEC. 29, 1917.				WEEK ENDING DEC. 22, 1917.			
	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.
To Pittsburgh	9,373	109,310	3,469	122,342	9,373	109,310	3,469	122,342
To Points West of Pittsburgh	3,197	11,845	5,166	113,878	3,197	11,845	5,166	113,878
To Points East of the Region	1,160	37,324	1,428	48,027	1,160	37,324	1,428	48,027
Totals	7,290	258,079	9,063	284,247	7,290	258,079	9,063	284,247

ABSOLUTE CONTROL OF COAL AND COKE BY GOVERNMENT

Will Follow Expiration of the Present Contracts on April 1 Next.

SWEEPING ORDER ISSUED

Governing New Contracts Which Shall Be Limited to One Year, at Fixed Prices and Subject to Requisition By Government; No Cross Hauling.

WASHINGTON, Dec. 28.—Orders under which the United States fuel administration will obtain absolute control of the coal and coke output of the nation as soon as existing contracts run out, were made public yesterday. It is provided that no new contract shall be for a period longer than one year; that all contracts may be cancelled at any time by the fuel administration, and that all coal sold under contract shall always be subject to requisition by the government.

Contracts for coal shipments involving what is known as a cross-haul are absolutely forbidden. Under this ruling industries in various sections of the country must obtain their supply of coal and coke from the fields nearest to their plants. This rule will not apply to gas coal and coal used for by-product purposes.

A thorough investigation by agents of the fuel administration has developed the fact that practically all of the contracts now in force will expire by April 1. As a result of the new orders, therefore, the fuel administration will be in full control of the situation after that time and in a position to work in the closest co-operation with the government railroad administration.

The new orders of the fuel administration will affect the entire industry. The rulings will be made part of Fuel Administration Garfield's general plan to establish regional mining and distribution of coal and coke. The full text of the order follows:

"The United States Fuel Administration hereby orders and directs that until further order or order of the United States Fuel Administration, and subject to modification hereafter from time to time, and at any time, the following regulations are established relative to contracts for the sale of coal and coke:

A coal or coke operator or producer may in accordance with these regulations and not otherwise, make contracts for the sale of coal mined or produced, or of coke produced or made, to him or to any other person or persons including jobbers.

No such contract shall provide for the delivery or supply of coal or coke to a person or persons at a price in excess of the price of such coal or coke at a date not more than 18 months from the date of actual execution of contract.

Every such contract for the sale of coal shall provide that the price of any coal delivered thereunder shall, with respect to each shipment of coal under such contract not exceed the price at the mine as fixed by the President, or by the United States Fuel Administration, in effect at the date of such shipment from the mine.

Every such contract for the sale of coke shall provide that the price of any coke delivered thereunder shall, with respect to each shipment of coke under such contract not exceed the price at the mine as fixed by the President, or by the United States Fuel Administration, in effect at the date of such shipment from the mine.

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OUTPUT, NOT PRICE, IS ESSENTIAL IN COAL SITUATION

An Increase in Production
Means an Eventual Decrease
in Price.

REVERSE IS ALSO TRUE

If Supply Were Equal to Demand
Competition in Bidding, As Well As
in Hoarding, Would Cease and Cost
to Consumer Inevitably Come Down.

The price of coal is higher now than at any time in many years. High as is the price paid by the consumer, it offers not the slightest encouragement to the increased production of coal for the simple reason that the United States Government has decreed that the producers shall receive only a small, fixed part of the ultimate price, says the Manufacturers Record. Considerable profit is being made out of the sale of coal, but this profit is going to those who have no influence over production.

Before Dr. Garfield, president of Williams College, was invited to leave his quiet classroom and take charge of the coal problem of the United States, all the demands for coal made by the United States government, the Allies and the domestic consumers were being met by a group of experienced coal men, constituting the Committee on Coal Production of the Council of National Defense. At the head of this committee was Francis S. Peabody, owner of coal mines in Illinois, and engaged in selling coal. Mr. Peabody and the experienced men who were serving with him knew the coal situation. They knew what it cost to produce coal of various types as a result of their own actual experience. They knew where the coal was to be found. Mr. Peabody called a large meeting of coal men to ask them to call a halt on rising prices. It was realized that if the law of supply and demand were permitted to work unfettered, the increased prices would encourage production—that more coal produced would probably reduce the level of prices. But it was also realized that there should be some check upon prices. Secretary Lane of the Interior Department and Commissioner Fort of the Federal Trade Commission attended the meeting of coal men. There was a unanimous agreement to limit the price of coal to \$3. at the mines, with half a dollar off for coal sold to the government. Mr. Lane said it was the best evidence of patriotism that could be given by business men.

The coal men felt that the price agreed upon, while moderate, still would encourage production. It took account of rising labor costs and rising cost of materials. If the price was liberal enough to encourage increased productivity, and the output increased, the supply more nearly would equal the demand. Two firms then would not be bidding against each other for the same ton of coal. Secretary Baker of the War Department, two days after the conference, denounced the meeting. He said the Committee on Coal Production of the Council of National Defense had no right to approve of the agreement entered into by the operators. Moreover, there was a suggestion that the price fixed was on the same basis as the price for the fixing of which a number of coal operators had been indicted and for which they were on trial in New York. The agreement was kicked into the discard.

Then Dr. Garfield, president of Williams College, was made Fuel Administrator. If he had ever given any special study to coal in his little office at Williams College, the fact is not generally known. One of the things about coal which he didn't know was that the navy used a specially picked, high grade coal, which cannot be produced at the same price as the coal used by manufacturing concerns. He fixed arbitrary prices for coal, making few distinctions between various grades. He says there was no falling off in production following his advent. There is considerable dispute as to that. It is a fact, however, that the coal shortage grew acute following his entrance into the situation.

It is a simple economic fact that a liberal price at the mines will encourage production. The more coal mined under such conditions the larger the supply of the mine owners. Half a dollar added to the price at the mines might mean an increase of fifty million tons, the amount which Dr. Garfield says we are short of. If that shortage could be met in that way, it would mean that the supply would equal the demand. Competition in bidding, as well as hoarding, naturally then would cease. The price to the consumer inevitably would come down.

The shortage caused by the low price at the mines unquestionably forces up the price to the consumer.

There are two schools of economic thought in Washington. One believes that increased production is more important than price. The other believes that price is more important than production. Dr. Garfield apparently takes his stand with the latter. No relief to the consumer may be expected so long as he persists in that belief.

The Committee on Coal Production, now dissolved, brought production to the highest point it has ever been in the United States. This was done by experienced handling of the situation, backed by appeals to patriotism. If there is any suspicion anywhere that the coal mine owners are slackers, willfully sinking in their tents, this thought is answered by the millions of tons more of coal produced this year than last. If the committee had remained in charge of the situation, there is every reason to believe that its achievement would have been cumulative.

RAPID PROGRESS BEING MADE

In the Big Coal Development of the
U. S. Coal & Coke Company at
"Lynch," Kentucky.

Coal is being produced at an average of nine carloads since September 30, and this will be increased to 10,000 tons daily by the United States Coal & Coke company, a subsidiary of the United States Steel company, at its \$5,000,000 mining and town development of 20,000 acres of coal and timber land in Harlan and Letcher counties, Kentucky.

The new mining town which has been named Lynch in honor of the late Thomas Lynch, president of the H. C. Frick Coke company, is located one mile north of the Louisville & Nashville Railway terminals at Benham, Ky. It has 2,000 inhabitants, and this population is rapidly increasing. The company has built 500 employees' dwellings, a large commissary and an office building. It is erecting 1,500 additional residences, each with eight rooms, 400 carpenters being employed and five of the buildings being completed each day. These dwellings will replace the 300 above mentioned, which are for temporary service. During 1918 the company will build a large hotel, a \$100,000 commissary and other structures.

Streets with macadam surface have been provided and a two-mile concrete highway is being constructed.

Several months ago an account was given of the United States Coal & Coke company's plans for this development to an ultimate daily capacity of 10,000 tons. All the mechanical equipment will be driven by electric power. The company's chief engineer, Howard N. Eavenson, of Gary states that the town development alone will cost \$1,900,000. Ten mine openings will be equipped and the coal is to be shipped to the company's by-product coke ovens at Gary, Ind., South Chicago and Joliet, Ill. They will employ 3,500 miners when in full operation. The coal land is adjacent to the big holdings now producing large quantities of coal for Wisconsin Steel company of Milwaukee, a subsidiary of the international Harvester company of Moline, Ill.

Hardwood timber forests are on the 20,000 acres and the company is manufacturing lumber for the town and mine construction requiring wood. An electric light plant, a water supply service and a sewer system are included in the town development plans, besides brick works and quarries to furnish building materials.

AMERICAN RAILWAY SYSTEMS MERGE INTO SINGLE GREAT CHAIN

No Ceremonies as Roads Pass Under
Government Control; War Board
to Continue in Charge.

WASHINGTON, Dec. 28.—At noon today the approximately 253,000 miles of American railway systems silently merged into one great continual chain for the winning of the war.

Under President Wilson's decision, the great event, regarded by many as the opening of a new epoch in government operation and control of public utilities, passed by without any formal ceremonies.

The members of the board of railroad executives who have been working within the limitations of law to do what the government itself now proposes to accomplish, pledged their support to the government administration, as has practically every railroad man in the country.

Orders for the actual unification of the lines, common use of facilities and equipment, which are expected to raise the freight jam immediately, will be the first result.

At the conclusion of the conference with the railroad heads Mr. McAdoo announced that he had called on the work out a general plan of operation. It is indicated that the war board will continue as the operating body in charge of the country's roads. It will be assisted by its numerous committees throughout the country including the operating committee of eastern railroads headed by A. W. Thompson of the Baltimore & Ohio.

Director McAdoo will issue no orders or directions for the immediate present but will await recommendations of the war board before taking any measures to clear the congestion choking railroad terminals and tracks in the east.

"Whatever can be done to make the roads more efficient," said Mr. McAdoo, "will be done as soon as we find out what is necessary."

As the first practical step in the government operation of railroads which began at noon today, Director General McAdoo drafted the railroad war board into the government service to work out plans of operation and submit them to him for approval.

The following executives, each a leader in the business of transportation, will work out the plans for welding 250,000 miles of railroad into one great continental system for winning the war: Fairfax Harrison, president of the Southern railway; Julius Kruttschnitt, chairman of the board of the Southern Pacific; Samuel Rea, president of the Pennsylvania railroad; Hale Holden, president of the Burlington; Howard Elliott, of the New Haven.

Changes in N. & W. R. R.
NEW YORK, Dec. 27.—L. E. Johnson, president of the Norfolk & Western Railway company since November 1913, resigned from that office today to become chairman of the board of directors. He was succeeded by M. V. Maher, who was first vice president. These changes were made at a meeting of the board of directors and will become effective January 1.

West Virginia Fuel Administrator.
D. R. Lawson, of Fairmont, secretary of the Central West Virginia Coal Operators' Association, has been appointed fuel administrator for that territory.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, December 29, 1917.

Ovens	In Works	Name of Operator	Address
MERCHANT OVENS			
182	182	Beatty	Mt. Pleasant Coke Co., Greensburg
129	80	Boyer	Mt. Pleasant Coke Co., Greensburg
20	20	Brush Run	Brush Run Coke Company, Mt. Pleasant
32	32	Carlyn	Peabody-Coke Co., Greensburg
150	150	Dexter	Peabody-Coke Co., Greensburg
40	40	Eden No. 1	Whyl Coke Co., Uniontown
40	40	Eden No. 2	Whyl Coke Co., Uniontown
100	100	Elizabeth	Whyl Coke Co., Uniontown
200	200	Elm Grove	Whyl Coke Co., Uniontown
125	116	Port Hill	W. J. Rainey, New York
10	10	Franklin	Summit-Coke Co., Uniontown
101	101	Gilmore	Gilmore Coke Co., Uniontown
125	60	Grace	W. J. Rainey, New York
8	8	Helen	Summit-Coke Co., Uniontown
145	145	Humphrey	Bussemer Coke Co., Uniontown
12	12	Johnson	Johnson & Co., Uniontown
38	38	Johnson	Johnson & Co., Uniontown
40	40	Magee	Magee Coke Co., Uniontown
34	34	McIntosh	McIntosh & Co., Uniontown
270	270	Mt. Braddock	W. J. Rainey, New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg
32	32	Myers	Brownfield-Coke Co., Uniontown
126	126	Nelson	Brown & Cochran, Dawson
50	40	Painter	Newcomer Coke Co., Uniontown
180	180	Paul	W. J. Rainey, New York
550	518	Revere	W. J. Rainey, New York
40	40	Shaw	Shaw & Co., Uniontown
40	40	Thomas	Whyl Coke Co., Uniontown
80	80	Veteran	Mt. Pleasant Coke Co., Greensburg
47	47	West Penn	West Penn Coke Co., Pittsburgh
FURNACE OVENS			
240	243	Adelaido	H. C. Frick Coke Co., Pittsburgh
200	200	Alverton	H. C. Frick Coke Co., Pittsburgh
227	227	Bagnaley	H. C. Frick Coke Co., Pittsburgh
200	200	Bitter	H. C. Frick Coke Co., Pittsburgh
240	240	Brinkerton	H. C. Frick Coke Co., Pittsburgh
300	300	Buckeye	H. C. Frick Coke Co., Pittsburgh
260	255	Central	H. C. Frick Coke Co., Pittsburgh
200	200	Central	H. C. Frick Coke Co., Pittsburgh
78	10	Coalbrook	H. C. Frick Coke Co., Pittsburgh
400	400	Collier	H. C. Frick Coke Co., Pittsburgh
400	400	Continental 1	H. C. Frick Coke Co., Pittsburgh
225	225	Continental 2	H. C. Frick Coke Co., Pittsburgh
300	250	Continental 3	H. C. Frick Coke Co., Pittsburgh
120	120	Crossland	H. C. Frick Coke Co., Pittsburgh
333	333	Davidson	H. C. Frick Coke Co., Pittsburgh
230	230	Dea	H. C. Frick Coke Co., Pittsburgh
272	272	Dea No. 1	H. C. Frick Coke Co., Pittsburgh
372	270	Dea No. 2	H. C. Frick Coke Co., Pittsburgh
300	300	Dea No. 3	H. C. Frick Coke Co., Pittsburgh
305	305	Dea No. 4	H. C. Frick Coke Co., Pittsburgh
250	240	Junonia	H. C. Frick Coke Co., Pittsburgh
305	305	Kyle	H. C. Frick Coke Co., Pittsburgh
415	415	Leisnering 1	H. C. Frick Coke Co., Pittsburgh
502	425	Leisnering 2	H. C. Frick Coke Co., Pittsburgh
502	400	Leisnering 3	H. C. Frick Coke Co., Pittsburgh
204	204	Leith	H. C. Frick Coke Co., Pittsburgh
227	227	Lemont No. 1	H. C. Frick Coke Co., Pittsburgh
250	250	Lemont No. 2	H. C. Frick Coke Co., Pittsburgh
500	500	Mammoth	H. C. Frick Coke Co., Pittsburgh
400	399	Marguerite	H. C. Frick Coke Co., Pittsburgh
156	156	Matthias	H. C. Frick Coke Co., Pittsburgh
256	256	Oliphant	H. C. Frick Coke Co., Pittsburgh
324	314	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburgh
450	417	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburgh
400	400	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburgh
400	400	Phillips	H. C. Frick Coke Co., Pittsburgh
442	400	Redstone	H. C. Frick Coke Co., Pittsburgh
120	120	Risk	H. C. Frick Coke Co., Pittsburgh
442	418	Risk	H. C. Frick Coke Co., Pittsburgh
425	390	Southwest 1	H. C. Frick Coke Co., Pittsburgh
500	500	Southwest 2	H. C. Frick Coke Co., Pittsburgh
500	500	Southwest 3	H. C. Frick Coke Co., Pittsburgh
500	500	Standard	H. C. Frick Coke Co., Pittsburgh
500	500	Stewart	Stewart Iron Co., Uniontown
350	350	United	H. C. Frick Coke Co., Pittsburgh
300	112	Valley	H. C. Frick Coke Co., Pittsburgh
36	36	White	H. C. Frick Coke Co., Pittsburgh
312	312	Whitney	Hostetter-Coke Co., Pittsburgh
300	300	Wynn	H. C. Frick Coke Co., Pittsburgh
500	450	Yorkton	H. C. Frick Coke Co., Pittsburgh
245	245	Youngstown	H. C. Frick Coke Co., Pittsburgh

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CONNELLSVILLE, PA.

TROUBLES OF SMALL OPERATORS

Short Car Supply Gives Them Little
Opportunity to Get Their Money
Out of Plant Developments.

While it has become true to say the difficulties of the fuel situation are due to inability of producers to obtain cars in sufficient number from the standpoint of the mine owners the phrase "car shortage" embodies all that is vital to his business, and it loses nothing of its significance by repetition. Throughout the Pittsburgh district are new operations projected within the past 12 months now ready to ship coal. Their owners have taken the land, opened the mines, built tipples and chutes, and installed railway sidings under steadily increasing difficulties due to mounting cost of materials and slowness of delivery, says the Pittsburgh Gazette Times. Lumber, pit posts, track, wheels for the mine wagons, materials for workmen's houses, tools and every other essential to development have been got on the ground only after wear and some delays. The men who put their money into these properties have seen their original investment swallowed up and more working capital demanded before delivery of coal could start. Then, when they are ready to ship, they can get no cars or too few to keep their miners busy.

The problem of employing the miners in some places has become more of a factor than the wage question. There are many mines, some new and some old, where eight or 10 cars could be loaded daily. They have no facilities for storing the coal outside, so reducing their allotment of cars to two or three means depressing actual production just that much and means, too, that the owners, if they wish to hold their miners in the hope of eventually getting enough cars, must pay them for doing practically nothing. They are confronted daily with the fear that their force will leave for some other operation getting more cars.

This automatic depression of coal production is exactly what the consumers and the administrators do not want but from the mine owner standpoint it is unavoidable. He would go to almost any lengths to correct the trouble; it is ruinous to him, with a heavy investment and little, some weeks no, return. Any arrangement for the relief of the railroads that would provide a reasonable number of cars at the mines would be acceptable to these operators who, being asked to "do their bit" are prevented by circumstances from doing it.

TO FORCE GAS SUPPLY

W. Va. Commission Can Compel an
Adequate Service.

CHARLESTON, W. Va., Dec. 29.—The West Virginia Public Service Commission has ample authority to compel natural gas companies to adequately supply gas for domestic and industrial purposes, and will give immediate attention to the matter if a petition is properly filed, E. F. Morgan, chairman of the commission, told a delegation from upstate cities here yesterday.

Two propositions will be undertaken to accomplish the result desired—an immediate adequate supply of gas. A formal complaint involving only the question of service, will be filed at once with the Public Service Commission. This was the first proposition decided upon. The second involves a conference to be held between the executive committee of the Consumers' Association and representatives of the gas companies at the call of the governor, with the purpose of reaching an agreement to avoid the necessity of pushing the first proposition.

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MANGANESE ORE IS FOUND IN FAMOUS VIRGINIA VALLEY

Six Promising Tracts Are Located by U. S. Geological Survey.

ALL DEPOSITS ACCESSIBLE

From Existing Railroad Lines; Some Deposits Being Worked; Further Exploration and Prospecting by Use of Diamond Drill Is Recommended.

During the field season of 1912 geologists of the United States Geological Survey have been studying the relations of the manganese deposits to the rocks and to the surface features in the Shenandoah Valley and have come to some definite conclusions which they believe will aid in the discovery of more manganese deposits. A report of the survey, and now in press, not only describes the rocks with which the manganese ore is associated and the several well-known types of manganese deposits in the Shenandoah Valley, but gives a brief account of six promising tracts along the west front of the Blue Ridge.

Conditions in the six tracts described appear to be favorable for the accumulation of ores of manganese and magnetiferous iron, and the report recommends prospecting in them with a view to the discovery of workable deposits. Any ores that may be found in these tracts are probably so deeply covered by gravel or wash that exploration should be made by drilling. The tracts are indicated below in the order of great promise.

Tract No. 1 lies two miles southwest of Elkton, within a mile of the Norfolk and Western railway. It is a triangle area about half a mile long and comprises about 180 acres lying between the white quartzite ridges locally called Piney mountain on the northwest and Big Piney mountain on the southeast.

Just south of this tract there is an embayment in the mountain in which the structure is so favorable for the occurrence of ore that further prospecting should be done here also.

Tract No. 2 lies between two spurs of the Blue Ridge in Augusta county, about three miles southwest of Shenando and six miles south-southwest of Lynchburg. It is about midway between the Kennedy mine, on the northwest and the Mount Terry mine, on the southeast, and is drained by Miller Creek. The structural conditions in this tract are favorable for the accumulation of manganese ore in commercial quantity.

Tract No. 3 lies between Grindstone and Piney mountains, two foothills of the Blue Ridge, about five miles northeast of Elkton. Most of it is in Rockingham county, but part is in Page county. Naked Creek, which flows near the north edge of the tract, forms the boundary line between the two counties. So far as could be learned no prospecting for manganese has been done in this tract, but the Watson mine is about a mile north-northwest of it and a number of manganese prospects are scattered along the west base of Grindstone mountain between the mine and the tract.

This tract is favorably situated for the accumulation of ore because the synclines from which ore could have been concentrated is broad and open. Tract No. 4, which lies three miles northeast of Waynesboro, is an irregular lowland inclosed by low hills. This region is served by the Shenandoah Valley branch of the Norfolk and Western railway and the Chesapeake & Ohio railway, which cross at Basic City.

A prospect pit sunk northeast of Bear mountain found considerable manganese ore and two other prospect pits on the west flank of Ramsey mountain also yielded that ore. The whole lowland southwest of Ramsey mountain and southeast of Bear mountain is believed to be underlain by limestone and the structure in this area therefore appears to be favorable for the accumulation of ore. The structure in the triangular valley which extends from Ramsey mountain to Bear mountain and which has two northward-stretching synclines, makes it favorable ground for deposits of manganese and it should be tested by drill holes or pits.

Tract No. 5 is a wedge-shaped embayment six miles due south of Luray and just northeast of Marksville. It is a limestone valley inclosed by quartzite ridges and if the surrounding rocks contain manganese the structure is favorable for its concentration. So far as could be learned it has not yet been prospected for manganese.

Tract No. 6 is a small area near the Siebel manganese mine, at Happy Creek station, on the Southern railway, three miles east of Front Royal. The structure in the small valley and mountain slope northeast of the mine is favorable for the accumulation of manganese ore and such ore has been found here on the surface and in prospect pits. The most favorable place for prospecting is along the mountain front near the Siebel mine, particularly northeast of the mine between it and the railroad.

Coal Shortage Causes Deaths.
NEW YORK, Dec. 27.—Shortage of coal was given by the board of health as one of the reasons for 73 deaths here of pneumonia within the last 24 hours, the highest record of deaths from this disease in one day in the last five years.

New Transportation Adviser.
William McCaleb, now superintendent of water lines of the Pennsylvania, and known in this city as the brother of the late J. S. McCaleb, has been appointed transportation adviser to William Potter, state fuel administrator.

INCREASE OF ASH IN COAL

Mined This Year, Is the Discovery Made By the United States Bureau of Mines.

In discussing the general need of fuel conservation in the boiler rooms, Van H. Manning, Director of the Bureau of Mines, has issued the following statement:

There is one phase of the present coal situation which may put an entirely different light on the supposed increased production of coal of the present year. In round numbers, there was produced 600,000,000 tons of fuel last year. Statement has been made that 50,000,000 more tons will be mined this year. The preparation of this increased quantity of coal has not been as good as in the past.

Analysis of samples show in many cases a greatly increased quantity of ash. Repeated cases are brought to the attention of the Bureau of Mines where coal which would run from 6 to 8 per cent ash in normal times is running from 12 to 18 per cent of ash in these abnormal times. Complaint about the preparation of coal is very general and it is not at all improbable that 5 per cent more ash is included in this year's coal than in previous years. If such a figure is true, it means that 32,500,000 tons of the estimated output of 650,000,000 tons is nothing but increased ash. If we can imagine over 600,000 carloads of ash being added to the present burden of transportation, the evident effect on car supply and transportation troubles would be seen.

If this were the end of the matter, it would not be so bad, but there is another factor well known to engineers which is apt to be overlooked by the non-technical user. The extensive experiments carried on by the government at the St. Louis Exposition showed that with the coals used, there was a decrease of about 1 1/2 per cent in efficiency for each 1 per cent addition to the ash content of the coal.

The inclusion of 5 per cent more ash in the first, therefore, means a reduction in efficiency of the remaining good coal of about 7 1/2 per cent, which added to the 5 per cent useless ash, makes a total reduction in effectiveness of 12 1/2 per cent.

According to this point of view, we have then, instead of an increased production as compared with last year, an actual decrease of effective coal of about 30,000,000 tons.

SOME CONTRASTS

In Price and Railroad Rate Increases, Showing Gain of Former.

Appropos the claims of the railroads of the necessity for further rate increases, an official calls attention to the circumstance of the increase of 150 per cent in the price of coal authorized by the United States Fuel Administrator; of 150 per cent in the price of wheat by the Food Administration, and 105 per cent in that of steel by the Trade Commission, whereas the freight rate increase authorized by the Interstate Commerce Commission averages four per cent. Application was made by the roads in 1910 for authority to advance rates 10 per cent, in 1912 for five per cent and this year for 1 1/2 per cent. The first application was rejected, the second granted in part, the roads receiving two per cent, while the third rejected them the four per cent referred to. In addition, they were granted a 15-per-cent-per-ton increase on coal, coke and iron ore, but claim that were they to be accorded the balance of the 15 per cent increase asked for last May they would still require another 15 per cent, together with 10 cents per ton additional on coal, coke and iron ore to restore them to their position of 1915, and this without taking into account the recent wage demands of their trainmen.

NEW PRIORITY ORDERS

Railroads Will Attempt to Break New England Coal Famine.

WASHINGTON, Dec. 31.—The railroad and other transportation facilities in the East will be given their first severe test under government control in an effort to end the coal famine in New England and prevent a similar situation in developing in other districts.

Plans for immediate action involving the sweeping aside of former priority orders and the pooling of all facilities were discussed yesterday afternoon at a three-hour conference at the home of William G. McAdoo, director-general of railroads. It was intimated that there would be thorough co-operation in all quarters and that relief might be expected soon.

AGAINST SCHEDULE

Coal Producers Say West Penn's "Coal and Labor Charge" Is Unjust.

The Pittsburg Coal Producers Association Wednesday filed at Harrisburg a complaint against the West Penn Power Company alleging that its new "coal and labor charge" is unjust and unreasonable.

The association claims that about December 1 statements sent to them by the power company showed the increase was the "coal and labor shortage" provided for in a schedule issued July 14 to become effective August 4. The coal producers allege the schedule was not posted, filed or published in accordance with the public service law.

No More Private Cars.

The Public Service Commission of West Virginia has issued an order authorizing all railroads operating in West Virginia to withdraw and cancel present arrangements for the movement of all classes of private or other special passenger cars of any type, except Federal or state government cars, and to discontinue the practice of furnishing or hauling special or private passenger cars.

Advertise in The Weekly Courier.

THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, December 29, 1912.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Weston-Fayette Coke Co.	Greensburg
40	Alida	W. Harry Brown	Alfida, Pa. Co.
224	Alida No. 1	W. J. Rainey	New York
200	Allison No. 1	W. J. Rainey	Pittsburg
142	American No. 1	Railly-Peabody Fuel Co.	Pittsburg
240	American No. 2	Railly-Peabody Fuel Co.	Pittsburg
40	Anita	The Wilkey & Feather Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburg
257	Becco	Champion Gas Coal Co.	Uniontown
10	Browning	Browning Coal Co.	Uniontown
50	Brown	Brown Coal & Coke Co.	Uniontown
33	Burchinal	Smithfield Coal & Coke Co.	Smithfield
206	Century	Century Coal Co.	Uniontown
40	Champion	Champion Coal & Coke Co.	Uniontown
120	Crystal	United Cville Coke Co.	Pittsburg
226	Denbo	Ballance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
140	Donald 3	Consolidated Cville Coke Co.	Uniontown
142	Edna	Watersburg Coke Co.	Uniontown
12	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Joe Byrne & Co.	Joe Byrne & Co.	Uniontown
30	Fretta	South Fayette Coke Co.	Uniontown
119	Garwood	Aetna-Connellsville Coke Co.	Connellsville
58	Genuine	Genuine Cville Coke Co.	Pittsburg
200	Griffin No. 1	Griffin Coal Co.	Uniontown
210	Griffin No. 2	Hillman-Nick Coke Co.	Pittsburg
210	Harbert	Connellsville Central Coke Co.	Pittsburg
46	Hill Top	Westmoreland Gas Coal Co.	Pittsburg
52	Hill	Connellsville Coke Co.	Connellsville
194	Hoover	James H. Hoover	McClintocktown
38	Hops	Hops Coke Co.	Uniontown
155	Husted	Husted-Sennas C. & C. Co.	Uniontown
240	Husella	Husella Coal & Coke Co.	Pittsburg
140	Katherine	Union Connellsville Coke Co.	Uniontown
220	Lafayette	Atlas Coke Co.	ML Pleasant
30	Leola	Franklin Coal & Coke Co.	Scottsdale
400	Lincoln	Lincoln Coal & Coke Co.	Pittsburg
40	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
250	Low Phos.	Cville Central Coke Co.	Pittsburg
14	Luxeme	Luxeme Coal & Coke Co.	Pittsburg
42	Marion	Southern Cville Coke Co.	Uniontown
132	Menallen	Menallen Coke Co.	Uniontown
300	Mt. Hope	Mt. Hope Coke Co.	Connellsville
140	Old Home	W. J. Marshall	Uniontown
440	Orient	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Uniontown
72	Plumer	Plumer Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Uniontown
130	Rice	Rice Coal & Coke Co.	Uniontown
275	Royal	W. J. Rainey	New York
40	Sackett	H. R. Sackett Coal & Coke Co.	Uniontown
278	Seagriff	Taylor Coal & Coke Co.	Uniontown
250	Shamrock	Fayette Coke Co.	Uniontown
40	Solo	Prospect Coal & Coke Co.	Uniontown
250	Sterling	Consolidated Cville Coke Co.	Uniontown
150	Stirling	Ladone-Gillmore C. & C. Co.	Mazonia
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Uniontown
320	Tower Hill 1	Tower Hill Cville Coke Co.	Pittsburg
350	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Virginia	Byrne Coal & Coke Co.	Scottsdale
500	Washington	Washington Coal & Coke Co.	Dawson
425	Washington 2	Washington Coal & Coke Co.	Dawson
75	Wineland	Banning-Cville Coke Co.	Uniontown
60	Winmore	Wineland-Gillmore C. & C. Co.	Uniontown
30	Yukon	Whyl Coke Co.	Uniontown

11,319	10,577	FURNACE OVENS.	
120	100	Atchafalpa	Republic Iron & Steel Co., Gars
100	100	Bridgport	H. C. Frick Coke Co., Pittsburg
120	100	Brier Hill	Brier Hill Coke Co., Pittsburg
120	100	Bullington	H. C. Frick Coke Co., Pittsburg
120	100	Colonial No. 1	H. C. Frick Coke Co., Pittsburg
120	100	Colonial No. 2	H. C. Frick Coke Co., Pittsburg
120	100	Colonial No. 3	H. C. Frick Coke Co., Pittsburg
120	100	Colonial No. 4	H. C. Frick Coke Co., Pittsburg
120	100	Deerfield	H. C. Frick Coke Co., Pittsburg
120	100	Edenboro	H. C. Frick Coke Co., Pittsburg
120	100	Fairbank	Struthers Coal & Coke Co., Pittsburg
120	100	Fossildale	H. C. Frick Coke Co., Pittsburg
120	100	Geney	Nickelberry Coal Co., Leetonia, O.
120	100	LaBelle	LaBelle Coke Co., LaBelle
120	100	Lambert	H. C. Frick Coke Co., Pittsburg
120	100	Lexington	H. C. Frick Coke Co., Pittsburg
120	100	Marble	Republic Iron & Steel Co., Youngstown, O.
120	100	Newcomer	H. C. Frick Coke Co., Pittsburg
120	100	Republ	Republic Iron & Steel Co., Uniontown
120	100	Rensco	H. C. Frick Coke Co., Pittsburg
5,228	4,337		

ESTABLISHED 1872.

INCORPORATED 1901.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

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WHAT MOVING TROOPS MEANS

Handling Military Traffic in Spite of 20 Per Cent Increase in Freight Has Been a Great Achievement.

The railway business generally was unprosperous most of the time during the eight years from the middle of 1907 to the middle of 1915. The percentage of net return earned steadily declined and reached in 1914 the lowest point touched since the depression caused by the panic of 1893. In 1915 the new mileage built was the least in any year since 1898, except in three years of the Civil War; and there was a decline in the total number of cars and locomotives in service. The number of employees was about 200,000 less in 1915 than in 1913.

This does not look like the picture of an industry which was in a condition to meet enormously enlarged demands, says Samuel Q. Dunn in *Scribner's* for January. In the fall of 1915, however, there began the greatest increase of railway traffic ever known. The freight traffic transported in 1916 was 25 per cent larger than that handled in 1915. In the spring of 1917 there was the biggest "car shortage" that had ever occurred. It looked as if the railroads had reached the limit of their capacity with their existing facilities. Then came the declaration of war against Germany, which made it imperative for the welfare and safety of the American people, that the railroads should handle much more traffic, and at the same time rendered it impossible for them substantially to increase their facilities.

How have the railways met the crisis? They have moved all the military traffic promptly, and the statistics regarding the freight-car situation indicate that there has never been a time when they have not handled at least 90 per cent of the commercial business about as well as usual. They have done this in spite of the fact that their freight traffic in 1917 was about 20 per cent larger than in 1915, when it was thought the limit of their capacity had been reached, and 50 per cent larger than in 1915. This 20 per cent increase in the freight traffic is more than was handled by the combined railways of Germany, France, Austria, Switzerland, and New South Wales in the year before the Great War.

TO TAKE OVER MINES

Government to Handle Coal If War Goes On, Says Garfield.

WASHINGTON, Dec. 27.—Dr. Harry A. Garfield, the Federal fuel administrator, yesterday told the Senate Coal Investigating Committee that the United States Fuel Administration has been forced to work in a circle in its efforts to get coal to those who need this prized commodity the most. Dr. Garfield also told the committee that he is working towards government control of the coal mines, which he declared, "is inevitable if the war continues." He said he would have put government control into effect as soon as he took office had it not been that he feared that such a sudden change would defeat the very ends toward which he aimed, the supplying of coal to those who need it most.

As a step towards government control, Dr. Garfield said he has ordered that when the present coal contracts expire new ones shall provide for a limited quantity of coal, to be sold at the government fixed price on date of delivery, and subject to revocation if the government in the meantime decides to run the mines.

A FEDERAL CORPORATION

Planned to Buy Equipment for the Railroads Object of New Bill.

Creation of a federal corporation with an initial capital of \$100,000,000 for purchasing railroad equipment and leasing it to the railroads is proposed by a bill introduced in the house by Congressman Lenroot, of Wisconsin.

Interstate commissioners and the secretary of the treasury would be directors of the corporation, whose capital, with the approval of the President, could be quintupled. A practical railroad man would be selected as general manager. Leases of equipment would be limited to one year and funds provided by levying a tax of 70 per cent on the income of the roads above seven per cent on the invested capital. Money so derived would be utilized exclusively in procuring equipment.

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Steam, Air and Electric Driven

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THOMPSON CONNELLSVILLE COKE CO.

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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

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Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

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Graceton, Penna.

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127 1/2 W. Main St.,

Connellsville, Pa.

The Weekly Courier.

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THURSDAY MORNING, JAN. 3, 1918.

GOVERNMENT CONTROL OF THE RAILROADS.

When President Wilson proclaimed the assumption by the government of control over the railroads of the country for the war, as a war measure, he not only acted under the powers vested in him by the constitution and conferred by Congress, but he also accepted the alternative proposal of the Interstate Commerce Commission when that body passed to Congress the responsibility of solving the railroad problem.

Having long regarded itself as purely a punitive body, the Interstate Commerce Commission has based its attitude toward the railroads upon the conception of its functions. The railroads have been growing and prospering in a great way, and the Interstate Commerce Commission was finally obliged to admit that the railroads were not only a part of the national life, but that they were a part of the national life.

This it did in a proposal to the railroads to be operated as a unit under the supervision of the laws which prohibit pooling, or by the President during the period of the war, as a war measure. Under either of these plans the government would guarantee an adequate annual return for the use of the properties, their upkeep, maintenance and improvement.

Why the President accepted the second or alternative plan is not explained, although it is suspected that the disinclination of some members of Congress to agree to a suspension of the anti-trust laws, as the first proposal of the Interstate Commerce Commission would require, had something to do in influencing the President's choice. The fact that he exercised his authority before Congress and an opportunity to act upon either recommendation of the commission indicates that he was unwilling to have Congress take the blame necessary to enact a remedial measure.

The plan that has been adopted is similar to that by which the railroads of England are being controlled during the war. The degree of success here is attributable to the fact that the active operation has been left to selected staff of experienced railroad men over whom the government exercises only a broad general supervision. According to the announcements made in Washington, the same general plan is to be employed in this country. To the extent to which the skilled and expert operators and managers now associated with the several systems of the country are retained in the service and their organizations left intact, we may expect a degree of success similar to that attained in England. If the radical action taken by the President is to be used as a step in a scheme of government ownership or if the assumption of governmental supervision is for any purpose or object other than coordinating the railroads systems for the sole purpose of securing efficiency in operation during the war, and not with the war, the plan will not work out as its most ardent advocates predict.

The country wants and needs the railroad problem to be solved. Shippers and the public are not disposed at this time to be critical as to the exact form of the solution and will give their hearty support to any reasonable plan which promises relief from the present intolerable transportation situation, so long as such a plan is not made part of an impractical, Socialist and dangerous scheme of government ownership.

LIEDERKRANZ LOYAL.
 The German Liederkranz, a back-up action in any way possible, or the prosecution of the war.

This is the clean-cut, frank declaration of loyalty made by the local branch of this influential organization of people of German birth who reside in the United States. Further, they confirmed it with making a donation of \$25.00 to the Red Cross and gave expression of their entire willingness to do their part in any way, shape or form as a body of loyal American citizens. Not only that, but it was made plain to a Red Cross committee that any other committee, financial aid need not refrain from approaching the Liederkranz.

The community gladly accepts these proofs of loyalty on the part of our citizens of German birth and parentage knowing that, on the whole, their hearts have been in the right place, even though the tender sentiments binding them to their active land have in some instances made it difficult to choose "twixt love and duty." That choice having been made, we now know that beneficence there will be no doubt or question as to where our estimable and worthy brethren of German descent stand on the great issue now before our country.

COKE BREEZE.

That a market for coke breeze has not developed sooner is really one of the surprises of the fuel situation. Practically every other known source of supply has been allowed to increase its available quantity of fuel, but the ash piles of the Connellsville coke region remain untouched.

The value of this material for certain purposes has been demonstrated. It is common knowledge in the trade that there are vast quantities of it in the coke region. Why it has not become more of a factor in fuel supply is, therefore, not fully understood. The difficulty of securing cars for the regular branches of the fuel trade, has no doubt contributed to delay in the development of the industry. Then the disinclination of the larger producers of breeze to grant privileges for its removal from their premises has also operated to prevent any large undertakings of this kind.

Compared with the coal banks in the adjacent coal region, the coke ash piles may appear somewhat insignificant, but the former have been accumulating over a much longer period. But even these enormous mountains of "waste," as they were regarded until a few years ago, are becoming a less conspicuous feature about the anthracite mines. During recent years extensive operations in reclaiming them have been conducted and with considerable profit. At the same time the streams in the vicinity have been systematically dredged and thousands of tons of very fine but perfectly good fuel have been recovered.

The ash dumps of the Connellsville region have within them almost equal possibilities as a source of unused fuel. It may be that the time for the most advantageous exploiting of them has not yet arrived. The large coke producers are keenly alive to the desirability of conserving and later utilizing in some form this great waste. At some future time they will probably take upon themselves to prepare the material for market. Meanwhile there are many small plants in the region which will offer opportunities for opening up this new branch of the fuel business on a smaller scale. In any event this so-called waste cannot be considered as waste, in the sense that it is being rendered unfit for use. It is more of the character of a reserve supply which in the natural orders of things will be utilized with as great care as the vast accumulations of coal are being turned to useful account in the anthracite region.

DOES NOT FIT THE DEMOCRATIC VIEW.

The insincerity of the Democratic plea that politics shall be taboo during the war is fooling no one, least of all those who are in close touch with the activities of the Administration and its agents in strengthening the camps of Democracy against any possible assault to drive it from what they fondly hope, fervently pray and unceasingly plan, shall be a permanent abiding place in the posts of public employment and honor.

Of the expatriation which have been made of the shallowness of Democratic pretensions to non-partisanship, none have been more illuminating than that by Caleb Powers, the famous Kentuckian, who said recently:

"If the Republicans are to forget politics for the time being, should not President Wilson and the Democratic party likewise forget them? If party politics is to be banished from the brain of human until the war is won, will not some well-informed Democrat please tell me why it is that since the war began, as well as before, the Democratic party has had its candidates out for every office in every state in this Union—local, district, and state—where the Democrats have had even a remote chance of winning? Will somebody point out a single instance where President Wilson was opposed to the election of a Democrat and for the election of a Republican for any office anywhere, large or small, since the war began?"

"If politics and party advantage are not to be dreamed of until this war is over, as the Democrats solemnly avow, why do not the President and his party at least, some time, somewhere, and upon some occasion, advocate the election of some Republican?"

The reason is apparent from the view the Administration has taken of the subject of non-partisanship, which is being interpreted as requiring the choice of a "deserving Democrat" for every office, elective or appointive.

CAN'T BLUFF ALL THE TIME.

When Germans like Grand Admiral von Tirpitz, the father of the submarine campaign of frightfulness that was to end the war in Germany's favor within a few months, begins to talk gloomy pictures of Germany's future, we are apt to form a more definite idea of the real state of affairs in that country than we are from the boasts of the Kaiser to his troops.

In a recent address at Essen, the seat of the great Krupp-gun factories, von Tirpitz gave utterance to these lamentations:

"Imagine the position if we simultaneously have to bear the burden of taxation which must fall on every German, and, despite the fallen value of German money, we still have to buy the most necessary food and raw materials from abroad. Can anyone in his heart of hearts really believe that in these circumstances, without an increase of power, without indemnity, and without security, we could avoid Germany's ruin?"

Not only has England taken our colonies and Mesopotamia, but everywhere she has made deep, and deeper bases for her maritime and colonial supremacy. She has tarnished and trodden down the present honor of Germany by unprecedented calamities. In the whole transatlantic world we are considered as conquered and done for.

The world has not been expecting to hear bemoanings like these from the highest German naval officer who has maintained the proud boast that the Vaterland can never be beaten on land, sea or under it. But even a German bluff cannot be kept up all the time.

BRINGING WAR HOME TO US.

The situation revealed by the attempts of a Hungarian coke worker of the Connellsville region to get money to his starving wife and children in his native land is one that will move many persons to pity. Deprived of every means of communication with his loved ones, and having knowledge of their destitute condition, while he has provided means for their relief and support but is unable to place it in their hands, this husband and father must endure the keenest mental anguish. That his friends are equally powerless to help him in the situation only adds to his distress and theirs.

While our sympathies may be deeply stirred, we are forced to look upon this circumstance as an incident of the war, considering it as part of the price which even people who are not numbered among the active participants in it must pay. It is but typical of perhaps thousands of cases which exist throughout the United States in sections where there are large populations of foreign birth.

When the male members of families emigrated to America there were no visible signs that war was soon to devastate their home lands and leave in some form this great waste. At some future time they will probably take upon themselves to prepare the material for market. Meanwhile there are many small plants in the region which will offer opportunities for opening up this new branch of the fuel business on a smaller scale. In any event this so-called waste cannot be considered as waste, in the sense that it is being rendered unfit for use. It is more of the character of a reserve supply which in the natural orders of things will be utilized with as great care as the vast accumulations of coal are being turned to useful account in the anthracite region.

Hard as is the lot of those who are thus obliged to suffer, there is apparently no remedy. Austro-Hungary being an enemy country of the United States, communication with any inhabitant thereof, in any form, is an offense under the laws of war as well as the Trading-with-the-Enemy Act, hence every avenue by which friends in that country can be reached is closed to residents of the United States.

In the particular instance under notice the circumstances are all the more appalling when it is remembered that the American resident who has been seeking to sustain his wife and babes is not an enemy, but a loyal friend and supporter of the United States in the war. It would seem that ways should be provided to meet such cases, but unfortunately none exist and it does not appear possible that any can be made.

It is in fact, and circumstances such as these that tend to bring home to us the meaning of war as understood by those whose misfortune it is to be domiciled in a country which has been the scene of actual hostilities. It signifies for us what would be some incidents of common occurrence in our own country had the Kaiser been able to carry out his plan of subduing Belgium, France and England in turn, then making a drive upon America to lay it under tribute to pay the cost of his world-conquest.

THE FEE GRABBERS.

Those registrars who have been required by a few notaries to pay a fee for affidavits to their quackery and other dark powers, have a perfect right to complain of the exaction. As compared with the service the registrars will be obliged to render, if found eligible and qualified to become soldiers, the service of the notaries is as nothing. As a soldier the registrant may be required to give his life, the notary surrenders nothing; is not even willing to forego a paltry fee in order that he might give expression to a form of appreciation of the sacrifice the registrant may be called upon to make.

When attorneys, business and professional men and clerks and other citizens are generously devoting a large part of their time to assisting both the registrants and the local boards in meeting the requirements of the draft law, and without thought or expectation of being paid, it is a very unpatriotic and selfish notary, attorney or justice who will not give a moment or two of their time to administering an oath to a registrant and without charge or acceptance of a fee even if tendered.

They have the legal right to make a charge, but they forget that in the present emergency individual rights are not figuring very largely, except the right every man has to do his full share, while from every source and every quarter citizens are enjoined to perform their full duty. One of these duties is to render every possible form of aid to our country and those preparing to serve it as soldiers.

If we are not greedy for gain that we cannot perform some simple service without exacting compensation for it, we have little claim to be classed as good citizens and none at all to be classed as patriotic citizens.

BLOW MUST BE THE HEAVIER.

In a recent message of cheer to the Army Secretary Baker made use of the age-old saying: "Thrice is he armed who hath his quarrel just."

The application to the present situation, as the country is beginning to understand it, would have been much more apt if Secretary Baker had also included the addition Josa Billings made to this frequently used quotation, "And four times he who gets his blow in first."

As the facts are being revealed we are really only one-third armed, notwithstanding we have had two years and a half, which to profit by Billings' advice, to say nothing of the admonitions of many living patriots who have had the discernment to see beyond the exigencies of a presidential campaign. On account of the delays and bungling of the War Department, not to mention the "kept us out of war" predictions of the Administration generally, the time has passed when we can get our blow "in first."

That means that we must be prepared to strike the heavier blow when, in the fullness of time, the War Department may have the Army fitted to strike.

A realization of this fact prompts every red-blooded American to wish that we might have more Billingses and fewer Bakers on the job at Washington.

SIMPLY JUSTICE, NOT CHARITY.

Never before in the history of war have the soldiers of any nation been so liberally and generously cared for, or so large a measure of protection made in behalf of them and their friends, as is being done for our boys who will comprise the fighting forces in the war with Germany. Not only are they better clothed, provisioned, quartered and paid than any other soldiers in the world, but their comfort, wellbeing and welfare are being made the object and purpose of the great war auxiliary organizations, like the Red Cross, Y. M. C. A. and the Knights of Columbus, with an attention to the individual needs and wants of the men that is little short of marvelous.

But the solicitude for the bearer of arms in the defense of our country and its honor, and those who are dependent upon him, does not end with these activities, useful and helpful as they are. Under the War Insurance Law, enacted at the last session of Congress, provision will be made for the members of a soldier's family, in case of his death in the line of duty, and also for him in event of disability due to wounds or disease contracted in the service. This law requires a married soldier to give half his pay to the support of his family, to which amount the government adds, on application, a monthly allowance of from \$5 to \$50, according to the size of the soldier's family. If the soldier makes some further provision himself for the support of a parent, brother, sister or grandchild, they may be included in the government allowance.

In case of disability from wounds or disease, compensation ranging from \$30 to \$100 per month is made according to rank. In case of death the wife, child or widowed mother receives \$20 to \$75 per month.

To provide full protection for each person or family the soldier may take out life and total disability insurance in any amount from \$1,000 up to \$10,000, the cost of which is deducted from his monthly pay. In case of death the nearest of kin becomes the beneficiary. If the soldier is totally disabled he himself becomes the beneficiary.

In order to secure full advantage of the liberal provisions of the law soldiers must make application for insurance before February 12. That the benefits of the law may be extended to all men in the service while they are becoming familiar with its features and advantages, the government has insured every soldier until February 12. If any are injured or killed meantime they or their dependents will be compensated in accordance with an established schedule.

To continue the protection after February 12 soldiers must voluntarily take out insurance and make provision for payment of the premiums.

With the present and future necessities of the soldiers and their dependents so wisely safeguarded, much mingling of both as to how the contingencies of the service may be met will be relieved. While compensation, no matter how generous or long continued, can fully repay the loss some will sustain by the war, the fact that every possible provision is being made by our government must not be considered a charity. "It is," as Secretary McKendall points out, "simply justice to the men who are enlisted and their loved ones at home."

EVERY DAY A CHRISTMAS.

If when we resumed our usual tasks in the work-a-day world "Thursday we had not pursued in our hearts to carry a little of the Christmas spirit through the days of the new year, it is proof that we have fallen short in our proper observance of the festive season. If we yielded to the indulgence of appetite or selfish desire, instead of opening our hearts and giving the spirit of the day full possession, we have profited ourselves little and our country nothing.

If we have not practiced some self-denial or personal sacrifice that others might experience the joys of the day in full measure, our own lives have not been enriched nor our sympathies broadened. If we have not answered the appeals that have been made to the best and highest in our natures to lend a helping hand to all those agencies which are engaged in carrying on the great work of practical relief and sympathy, and are thus giving living proof that the Christmas spirit can be exemplified every day in the year, we have shown our unwillingness to bring ourselves under its benevolent influence.

If in the Christmas of 1917, when a blasphemous and vainglorious ruler would pervert Christmas into a mockery of the most sacred event in human history, and would deny to the people of the earth the birthright proclaimed at Bethlehem, we have failed gloriously in our lesson from the day.

If we have not caught a new vision of our duty, or a comprehensive grasp of our responsibilities and obligations, the stern business to which the world is now addressing itself seems inconsistent with the Christmas spirit as we have hitherto known it. The perpetration of this festival and its pledge of "Peace on Earth, Good Will toward Men," demands, therefore, that we must meet the crisis by which civilization is confronted with an unfaltering courage and with an unflinching determination to win the war. The earth must be freed of the scourge of Prussianism before the beneficent rays of the Star of Bethlehem will again illumine the dark places of Europe or replace the lurid, angry glare of the torch of twentieth century barbarism. Then, under the blessings of a universal peace, which is rooted and grounded in the Christmas spirit as it was first given to the world, every day will be a Christmas day in our country and all others of the earth as well.

Fuel Administrator Garfield will eliminate cross hauls of coal and coke. The coal and coke operators have already agreed to President Wilson's resolution to eliminate cross hauls and to get grades of fuel they don't like.

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WHY AMERICA IS PROUD.

What American is not proud of the striking contrast between the conduct of the commanders and men of the American submarine destroyers and the commanders and men of the German U-boats?

Times without number authentic reports have been made of the sinking of merchant vessels by the "Snakes of the Sea" which were followed by the deliberate shelling of the defenseless lifeboats in which the survivors had taken refuge. In one instance some of the drowning sailors were rescued by the Germans, placed on the deck of the submarine which had sent their ship to the bottom, the hatches closed by the crew of the undersea pirate and the vessel submerged to leave the men on deck to their fate in the icy waters.

In comparison with such acts of brutality and inhumanity, how conspicuous does the behavior of the men of our Navy become!

In the official report of the recent capture of a German U-boat by two of our destroyers, it is stated that ten of the German sailors were so weak after jumping into the water from their sinking craft that lines had to be cast under their arms to be hauled aboard the destroyers.

"One of these men," says the report, "was in such a condition that he could not hold the line thrown to him. Chief Pharmacist Howell and Coxswain Connor jumped aboard after this man and secured a line under his arms."

This incident, which is by no means unusual in the conduct of the men of our Navy toward the enemy when opportunity offers to save life instead of deliberately taking it, shows how vast is the difference in manly qualities between these seamen who have always been inspired by the splendid traditions of the American Navy to treat a conquered foe humanely, even generously, and those who have been drilled in the Von Tirpitz school of wholesale murder of enemy and neutral alike.

WHAT THE DIFFERENCE WOULD HAVE BEEN.

Our timorous contemporary shudders at the thought of what would have happened had Roosevelt or Hughes been in the White House during the past three and half years.

Instead of such a contemplation being "a frightful reflection," it would have produced a calmness, serenity and peace of mind such as our easily disturbed neighbor has rarely known and certainly not experienced since Emperor Bill started something on either side. For our country it would have meant in reality what it meant in promise to the voters who lent themselves blindly to the campaign delusion of "He kept us out of War."

Had either Roosevelt or Hughes been President when the Kaiser committed his first offensive and defiant act against the dignity of the American nation or the rights of its citizens on the high seas or elsewhere, there would have been enough doing in Washington to assure William the Sudden that "he would get into war," if he dare repeat his affront to Uncle Sam. From the moment of the Kaiser's first misstep there would have been no clear-cut and unmistakable declaration of America's rights and attitude that he would have looked very solemnly down his nose instead of laughing gleefully up the sleeve on his withered arm, as he did, over the shifting and wavering foreign policy which characterized the present administration during the first years of the war.

Instead of pooh-poohing the possibility of war and sending pacifist cabinet officers abroad in the land to lull the people into a false security—from which some have not yet awakened—Roosevelt or Hughes administration would have been driving every industry in the country and every department of the government on a 24-hour schedule and at a 100 per cent efficiency to so prepare our nation that Germany would have found it "unsafe to get into war" with us. Kaiser Bill would have taken prudent notice of these things in place of ridiculing our Bryanque claims of being able to raise an army of a million men over night. Wishing above many other things to avoid an encounter with the accumulating wrath and resources of the Hohenzollerns would have shaped their course differently, taking one that would not have led them into actual conflict with the United States.

Had either Roosevelt or Hughes been at the helm of state there would have been no boy secretary of war to mope up and mope down in colossal and incalculable damage in providing arms, clothing or equipment to our army; no soldiers sent to training camps that exist only on paper; in short, there would have been no "pligists" or "catagyps," except those "made in Germany," because of her fear of getting into war with the United States, or, possibly, those in the office of our esteemed but slightly nervous contemporary who sometimes innocently betrays his fear that Wilson will not be able to "Get us out of War."

As they will contain the photograph, fingerprint and autograph the records that are to be taken of the unnaturalized Germans can be said to give a graphic description of the subject of the Kaiser who remains in our midst instead of getting into the mix with others.

The West Penn seems to be just about as unfortunates as the steam roads. The former has its cars burned while the latter gets roasted for not having cars.

General Jang has proven that there was more blow to blow about Germany's much boasted offensive on his western front.

Write It 1918.

Compared with \$6 below zero in Alaska, Hocking Rain, Chalk Hill and other points in the arctic circle of Arctic are merely summer resorts these days.

The weather man is doing his best to give Pittsburgh and McAdams an introduction to some of the real problems of transportation as they are developed by zero weather.

There and there over the country the discovery is being made that the food control regulations contain some real leeches, as an instance, a southern firm of wholesale food handlers refused to accept shipments of potatoes and onions, because the price had dropped, and afterwards they sold them in the railroad yards. After an investigation by the Food Administration the license of the firm was revoked. It has been ordered to close its doors and quit business December 31. Again it is proven that there are more ways of killing a cat than feeding it on butter.

Much as he may desire it, the Kaiser simply can't wish responsibility for either the beginning or the continuation of the war on anyone other than himself. This is one of the "Made in Germany" tags that won't wear off.

The French Canadians of the province of Quebec are talking secession. They evidently overlook the fact that this issue has already been settled in North America.

The sad incident of the death of Lieutenant Paul in France reminds us that Connellsville has never been without representation in every war in our country's history. With a line of soldier ancestors whose service reaches back to the days of the Revolution, it was but natural that Lieutenant Paul should have a part in the greatest of our wars.

Star Junction is the star of the campaign center.

Some heads of households are willing to affirm that the blessing of their houses had something to do with making it a "white" Christmas.

President Wilson says that "a great national necessity dictated" his assumption of control over the railroads, and that he "was therefore not at liberty to abstain from it." An equally great necessity seems to have also made it impossible to get outside of the "family circle" to find a man for this job.

Edison is reported to have invented an "invisible ship." No doubt he received the suggestion from the invisible rifles and artillery the War Department has been supplying the Army.

If a Republican president had inspired Wall Street to an cheerful mood as it displays over President Wilson's action in taking over the railroads, what a "wicked alliance" with the Money Power" would be declared to have been formed! But there's a difference now, even if there is not also a reason.

They kept Teddy from going over but they don't seem to be able to keep "Archie" from going up from second lieutenant to captain.

The Central Powers express a willingness to accept peace without forcible annexations and indemnities. All of which shows that they are approaching more closely that state of mind that will permit them to sign any sort of terms the Allies may be willing to offer when they are ready to talk a real peace.

The wooden ship program is reported a failure. Not so bad, however, as the failure of the wooden heads which bursted the whole ship building plan at the start.

The Germans who listened to the Kaiser's boastful speech in front of Verdun a few days ago know more about the "iron fist and the shining sword" than the Kaiser told them. The French very accommodatingly gave them a demonstration.

The Austro-Hungarians say that the continuation of the war is up to their enemies, and that they are expected to keep it up until Emperor Carl and his sons, Kaiser Bill, come down from their lofty perch.

With the repeated call to the colors of our physicians Connellsville is fast approaching a period when we will have to observe "doctorless days."

A careful check shows that the shortage has been blamed upon the thing except the high cost of it, and the last Republican administration.

With Uncle Sam at the throttle and in the dispatchers' office we may now expect B. & O. trains to arrive and depart with exact adherence to schedule.

THE HOME OF BOYHOOD.

A Holiday Retrospect.
 By John S. Rittenour.
 I love the land amidst whose scenes
 My care-free boyhood days were spent.
 When youthful griefs were momentary clouds
 And happy hours were wed to sweet content.

I love so much in that dear spot, and
 I love so dearly
 O, cherished memories! I grip them
 In my arms and hold them
 And from their unmeasured sweetness
 I often draw
 To beguile the laggard passing of a
 Lonely night.

I love her freshborn native sons, a brave
 And kindly
 Loyal to their country, creed,
 Religion and to God—
 To duty as responsive as Mt. Heros
 Keep it up their own souls.
 When obedience it yielded to the
 Might of "Moses' rod."

I love the Christmas-Winter days of
 Fifty years ago—
 When tokens of affection Santa Claus
 Was sure to bring—
 When hoarse voices full of gladness, our
 Homes of secret schemes,
 Whilst forth from humble steeples
 Chimed the joy-bells of the King.

I loved the quest of game o'er snowy
 Field and forest—
 The sportive boys and girls on snow-
 bound pond and brook—
 The lure of sliding parties o'er miles
 Of frosty speeding.
 Then home to warm the warmth at the
 Log fire's cosy nook.

I love Dunker and green Perry Knob,
 With their hills and the related hills
 With red and green I've trod their lumpy
 Path and dewy glen—
 I've sensed the majesty and mystery of
 Their spirit's solitude,
 Departing these but to return again
 And art again.

I love great Whortons' broad and
 Fertile glades—
 Whortons' fields' vast silence lies
 In the heart of the hills,
 Her meadow slopes, her meadows serene,
 Her flowery vales
 Through which big Sandy's limpid
 Waters sweep.

I love to feel, when death at last mine
 Eyes shall close,
 "The Lord my trustworthy soul will
 Guide and keep."
 And, returning to the earth from
 whence I sprang,
 My dust in Fayette's restful soil
 Shall ever sleep.

A Christmas card sent to the
 author's personal friends with
 added message—As the year's heartiest
 friendships strengthen, with the sure
 sentiment of affection that inspired
 these remembrances, I send you
 this copy of the writing. I greet you in
 the festive spirit of the hour, and with
 the hope that many more happy Christ-
 mas holidays may be added unto your
 life.

JOHN S. RITTENOUR.
 Pittsburgh, Pa., Dec. 25, 1917.

Looking Backward.

News of the Past

DUNBAR HAS \$60,000 FIRE; HOTEL AND TWO HOMES BURN

Dunbar House and One Residence Levelled to Ground; Water Plugs Freeze.

WHOLE TOWN THREATENED

Connellsville Apparatus Finally Extinguishes Blaze; Overheated Furnace Cause; Traffic Halted on West Penn and Pennsylvania R. R.

For the second time within two weeks Dunbar suffered a disastrous fire when the Dunbar House and two adjoining buildings were totally destroyed Sunday morning. Mrs. Margaret Marietta and Mrs. Ada Semans owned the two dwellings. The front of the store of George H. Swearingen, across the street from the hotel, was considerably damaged. The loss for all the buildings will run between \$50,000 and \$60,000. Insurance, \$23,000.

DUNBAR FIRE LOSSES.

Fire losses in Dunbar yesterday are estimated as follows: Frank Corrado, hotel, liquor and personal goods, \$15,000. Insurance, \$23,000. Mrs. Margaret Marietta, residence and some furniture, \$2,000. Insurance, \$2,000. Mrs. Ada Semans, residence, \$20,000. Insurance, \$20,000.

Curled hose from the Pennsylvania railroad and Dunbar furnace, but the line was not long enough to throw a stream on the fire. Time was also lost through a frozen water plug and bad connections.

The fire was finally put under control by the Connellsville fire department, which arrived at the town when the flames were eating into the Marietta house. It was too late to save the building, and efforts were made to confine the fire to the hotel and the Marietta house. The house of Mrs. Ada Semans, next in the row, was badly burned before the flames were finally checked.

Until the Connellsville firemen arrived with their hose, Dunbar residents lined the streets, unable to stop the flames. The owners of the properties had to see their homes burned before their eyes, powerless to hold back the fire.

It is thought the fire started from an overheated chimney. Seal Artie, janitor of the hotel, was firing the furnace in the cellar. He knew nothing of the blaze, however, the fire starting in the wall near the second floor. Frank Crumm was awakened from his sleep by the crackling timbers, and he rushed to the room of Frank Corrado, the owner and manager. Corrado called his family and went to the rooms of the other boarders, warning them to take their belongings, warning them to take their belongings, warning them to take their belongings.

The hotel at the time were Frank Crumm, Ross May, Mr. and Mrs. Corrado and family, Ralph Battenfield, Mr. Mesco and Fred Cantine. The latter two were employees. A Pittsburgh man was rooming there for the night, but the register was burned in the fire and Corrado could not remember his name.

The boarders had time to pull on a few clothes before running into the street, but there was no chance to get anything. After getting his family safely out of the hotel, Corrado saw some valuable papers into the safe, which he locked. He then rushed to his room to secure some personal belongings, but the heavy smoke drove him back.

Ross May, the police chief, saved two armfuls of clothes, but could get nothing else. He finally crawled out of the room on his hands and knees. Every piece of furniture in the building was burned. Ralph Battenfield got out with a tie and cuff collar but lost a gold watch and \$55 he had in his trousers pocket.

The Corrado children, the youngest of which is 10 months old, were taken to the homes of neighbors. The smaller children were carried out in their nightclothes. Mary Mesco, a maid, is reported to have run into the streets in her nightclothes. She went into a nearby house and did not suffer any serious effects from the intense cold.

Frank Crumm awakened Mrs. Marietta and ran through the streets to arouse the residents of the town. Mrs. Marietta said she did not know how the occupant of the hotel would get out, as the front of the building seemed to be sinking in where the fire had eaten the wall away. The fire started at the right end of the building and ate through to the other side.

Corrado's loss amounted to about \$45,000. The hotel itself was valued at \$35,000. There was \$10,000 insurance on the building. Between \$7,000 and \$8,000 in liquors was lost. Personal belongings of Corrado amounted to nearly \$3,000. The latter loss is covered by insurance.

Mrs. Marietta got most of her furniture out of her home before it began to burn. She estimates her loss at \$3,000. She carried \$1,000 insurance. The other dwelling burned was the home of Mrs. Ada Semans next to Mrs. Marietta's house. She saved all her furniture. The loss of the house runs about \$3,000. Mrs. Semans carried \$800 insurance.

The hotel and two houses burned in a remarkably short time. It was only about an hour before the hotel was consumed. The barroom burned quickly, the liquors burning up. Many small explosions occurred when whiskey bottles burst. One hundred barrels of whiskey were burned.

The heat from the flames caused the window frames in the Swearingen building to catch fire and every pane of glass in the front of the building

was burned out. Christmas goods on display in the windows of the store were ruined. Paint was blistered on other houses near the fire.

James Gilmore, living next to Mrs. Semans, carried all his household goods into the street, but when the flames were finally checked before reaching his home, he moved in again. The water plug at the Pennsylvania railroad station is credited with saving Dunbar. The plug at the First National Bank was frozen and when it was thawed out the volunteer firemen were delayed with bad connections.

The pressure on the plug was too low, however, to force the water through the hose hard enough to get a stream on the fire. The pressure was indeed so low that the intense cold would have frozen the water in the hose.

When the Connellsville department arrived with additional hose, a line was run from the Pennsylvania plug to the fire. The Pennsylvania plug was frozen and when it was thawed out the volunteer firemen were delayed with bad connections.

The below zero temperature made fire fighting difficult. The water froze quickly and some of the men helping with the hose had to thaw out their clothes and hands.

The flames caused two high tension wires of the West Penn Power company to burn off. Before these big cables parted, an effort was made to keep the crowd off the rails of the street car line so that no one would be hurt if the charged wire fell in contact with one of them. Corrado called the West Penn plant and reported the fire so that the power could be shut off.

The ruins of the building lay about during all day yesterday. Smoke issued from a score of places about the ruins and every now and then flames would burst forth, burn fiercely for a time, and then die away. Whiskey bottles were still exploding at intervals yesterday afternoon. On the hotel site alone, chimney stands, all chimneys in a mass of debris, are roped off and no one is allowed to go beyond the ropes.

James Gilmore, whose home would have gone down but for the Connellsville firemen, used buckets of water yesterday afternoon to drown smoldering timbers near the remains of the Semans house. He was not taking a chance of having the flames start up again during the night to burn his home.

The signal box of the West Penn Railways company, where lights for the cars are thrown off and on, was completely burned off. It was necessary to put in place a new box yesterday morning.

The store of James Gillespie, built directly next to the right hand side of the hotel was not burned. The Gillespie store is a one room frame structure and for that reason was able to resist the flames. Gillespie removed his show cases and all his stock to the Baltimore & Ohio railroad station but later took them back to the building and opened for business.

The fire has again started agitation for fire equipment for Dunbar. The town is without even a chemical tank. Within the past two weeks a whole block was burned out on Speer's hill on account of a lack of equipment and Connellsville firemen saved adjoining houses.

Corrado believes that if it had been possible to play one stream of water on the fire when it was first discovered yesterday morning, that the hotel building would have been saved and the dwelling houses would not have been damaged.

Corrado and his family are in this city and staying for the present with his father, Joseph Corrado.

"VICTORY QUARTETS"

"Yankee Doodle Glee Clubs" Will Aid Patriotic Speakers.

"Victory Quartets" and "Yankee Doodle Glee Clubs" are new anti-liquor societies. They are being organized to aid the Speakers' Bureau of the Pennsylvania Committee of Public Safety in its campaign to squelch saloonism.

All singers, trained or untrained, are eligible for membership and are being urged by the bureau to volunteer their services in their respective districts. In particular, men of draft age who have been rejected for physical reasons are invited to make up for their inability to do military duty by giving singing service if possessed of good voices. The quartets and glee clubs will render patriotic programs at the various meetings which are being arranged throughout the state to counteract German propaganda.

The idea of coupling the singing voice with the spoken word in promoting patriotic sentiment was suggested by Charles S. Crawford, Speakers' Bureau vice-director of Allegheny county. Trained singers, particularly those connected with established and well-known organizations, will be requested to aid in the training of patriotic choirs. A questionnaire is being circulated to locate and enroll volunteers of musical ability.

Members of a "talent brigade" will be rendering a patriotic service equal to the speakers in moulding public opinion. A revival of patriotic songs such as swept the country during the Civil War is in prospect. The Bureau recognizes that the songs of a nation have a big influence in shaping its sentiment and it proposes to utilize the full patriotic inspiration to be derived from a campaign of patriotic singing.

Wad in Cumberland. Samuel Miller and Mary Alice Krieger, both of Brownsville, were granted a license to wed in Cumberland.

CRUSHED BETWEEN TWO CARS, YOUNG INSPECTOR DIES

Harry Whippley, 17 Years Old, Meets Tragic Death in Dickerson Run Yards.

ACCIDENT AT 3 O'CLOCK

Riding on Side of Car of Coke Train, He Is Caught Between It and Car of Train on Next Track; Squeezed So That Internal Injuries Result.

Harry Whippley, 17 years old, son of Mr. and Mrs. Cyrus Whippley of Lower Tyrone township, met a tragic death Tuesday at 3 A. M. in the Pittsburgh & Lake Erie railroad yards at Dickerson Run, when he was caught between two cars and injured internally. Death resulted a short time afterwards.

Young Whippley was car inspector for the Pittsburgh & Lake Erie railroad and was riding both the east and west end of a train of coke, which he was about to inspect. He was riding on the side of a car and on the opposite track there was another train. The space between the two tracks being very close, Whippley was caught between the car of the train on which he was riding and a car of the other train and badly squeezed, causing internal injuries. The accident was discovered by another car inspector, who was riding on the same train as Whippley.

The unfortunate young man was widely and favorably known in and about Dunbar. He was born in Lower Tyrone township, residing there all his life. He attended the Dunbar township high school and previous to becoming car inspector, he was a clerk in the Dickerson Run yards. It was only a month ago that he was made car inspector. He was a member of the Methodist Protestant church at Hickory Square.

In addition to his parents he is survived by the following brothers and sisters: S. C. Whippley, of Connellsville; G. L. Whippley, R. V. Whippley and R. O. Whippley, of Dunbar; and Eric Whippley, a Pittsburgh & Lake Erie brakeman, who is recovering from a crushed heel suffered about two months ago while at work; Daniel, Scott, Glenn, Gertrude, Lena, Belle, and Florence Whippley, all at home.

BYRNE-WURTZ

110th Supply Company Man Weds

St. Patrick's church in Augusta, Ga., was the scene of a wedding of interest in Connellsville and Scottdale Tuesday morning at 7 o'clock, when Miss Mary Joan Byrne, daughter of Mr. and Mrs. John R. Byrne of Emerson, became the bride of John T. Wurtz of the Supply Company, 110th Regiment, stationed at Camp Hancock, Augusta, Ga. Vice General McMahon officiated and a high mass was sung by soldier boys friends of the bridegroom. Miss Helen Byrne, a sister of the bride, and Miss Margaret Kennedy, were the bridesmaids. The bride, who was given in marriage by her uncle, E. A. Byrne, wore a handsome gown of white tulle and brodered in silver and princess lace. Her long tulle veil was held in place by orange blossoms. She carried a shower bouquet of white orchids and valley lilies. Miss Virginia Ann Byrne, her sister's maid of honor and only attendant, appeared in a blue gown trimmed in silver lace, and a tulle hat. Her flowers were sweetheart roses.

The bride was graduated from St. Xavier's academy at Beatty and is prominent in Scottdale's younger social set. She is a sister of Mrs. Joan Duggan, Jr., of the West Side, and with her mother has been spending the winter in Augusta, Ga.

The bridegroom is a son of the late Mr. and Mrs. John M. Wurtz of Dawson and is widely and favorably known. He is a Georgetown University man. Following the ceremony, Mr. and Mrs. Wurtz left for a brief southern wedding trip.

Among the guests at the wedding were Mr. and Mrs. John R. Byrne, parents of the bride; John Byrne, Frank Byrne, Mr. and Mrs. M. J. Kennedy of Scottsdale; Mr. and Mrs. Lawrence Minahan, Mr. and Mrs. P. C. Moore, Mr. and Mrs. A. E. Murphy, Mr. and Mrs. J. M. Wurtz of Pittsburgh, relatives of the bridegroom. Immediately after the ceremony, J. R. Byrne, John and Frank Byrne left for their Emerson home. Mrs. M. J. Kennedy will remain for a few days with her son, Lieutenant John J. Kennedy. Mr. Kennedy will go on to New Mexico.

No Mail Through Y. M. C. A. Relatives and friends of enlisted men are requested not to send mail to these men at the army camps in care of the Y. M. C. A. Mail matter thus addressed can not be delivered, as the association has no facilities for the distribution of mail, nor is it authorized by the government to engage in this business. Soldiers' mail must be addressed in care of the recipient's company and regiment.

Weds in Cumberland. Charles Benton Dove and Catherine Leichter, both of Connellsville, were granted a license to wed in Cumberland.

Advertise in The Weekly Courier.

CITY IN DARKNESS FOR SEVERAL HOURS WHEN POWER GOES OFF

Burning Out of Transformer at Power House Throws Lighting Service Out of Commission.

Connellsville was in complete darkness Sunday night with exception of but a few gas lights in private houses, when all electric lights went out as the result of a short circuit in a transformer at the power plant. Connections were made to give this city light but for two hours the whole section was dark.

The trouble was caused when a short circuit in the transformer which feeds Connellsville started a fire. The leads and one coil in the transformer were burned off. Momentarily the entire system was interrupted but only for a few minutes. All other points except the city were supplied. Connellsville will probably be handicapped for a day or two until the transformer can be repaired. Only temporary connections at the power plant are supplying light and power here now.

Power for the stationary motors may be weak during this time but current can be saved by using a minimum number of electric lights.

The darkness was right in keeping with the government's request that Sunday be observed as lightless night. Not only were electric signs and lights in the store windows extinguished but private residences used oil lamps and candles.

In the churches the congregations were caught in the dark. At the Christian church wax tapers were passed through the audience and Rev. G. W. Buckner was given an electric flashlight. The services were then continued.

At the First Presbyterian church the absence of the lights resulted in the collection not being taken. For a time after the lights went out the congregation sat still expecting them to go on again. When the church remained in darkness an oil lamp was secured. A few hymns were sung and Rev. J. L. Proffitt shortened his sermon.

At the Methodist Episcopal church the congregation was dismissed. Rev. G. L. C. Richardson made the announcements for the work in the dark but preached no sermon. A single candle, found in a gas fixture back of the organ made light for the congregation to find its way out of the building.

The Methodist Episcopal congregation was also dismissed in the morning. The janitor of the church being ill, the thermometer registered below 60 degrees. After the collection had been taken and a few hymns sung the congregation was dismissed.

At the United Brethren church the congregation sang hymns in the dark until some one remembered there were gas fixtures in the church and lights were turned on, the services being continued.

RED CROSS MEETS

Perry Township Unit, Which Has 3,100 Members, Has All Day Session.

A successful all day meeting of the Perry township Red Cross was held Thursday in the Methodist Episcopal church at Perryopolis with Congressman Bruce P. Sterling, Dr. O. R. Altman and Rev. Cloyd Goodnight of Uniontown as guests, each giving a most interesting talk on Red Cross work.

In the absence of J. Duell Snyder, Dr. P. L. Lutz presided. About 70 ladies, representing the different Red Cross units in the township, attended.

Demonstrations in knitting, cutting and other work in connection with the Red Cross were given to those not familiar with the work. At noon a war-time lunch, consisting of bread and butter sandwiches and coffee was served. It was reported that there are 3,100 Red Cross members in Perry township.

FORM BRANCH

Star Junction Unit of Uniontown Chapter Has 1,633 Members.

Rev. Cloyd Goodnight and Wooda N. C. C. of Uniontown went to Star Junction Sunday and assisted in the formation of a Star Junction branch of the Uniontown chapter of the Red Cross. Officers were elected, Mrs. Klotz being chosen president and Mrs. Joseph Graham secretary, and in addition an executive committee of seven. The new branch will devote its time from now on to knitting and sewing and the men as well as the women are enthusiastic in their purpose to make the branch an honor unit.

Showing that the branch is the real thing and not merely something on paper Mr. Goodnight brought back with him a check, which he turned over to Secretary W. Russell Carr, for \$1,633, which means that this branch now has a membership of 1,633, the result of the Christmas Red Cross "drive."

SAVE KITCHEN UTENSILS

Scarcity and High Cost of Metals Make Economy in Use Necessary.

Thirty manufacturers of kitchen utensils have issued an appeal to conserve pots and pans as much as possible on account of scarcity and cost of metals. Hotel men have responded by issuing the following suggestions to their kitchen employees:

Don't heat food in a pan without water.

Don't use coarse scouring powders. Handle kitchen utensils with care. Soap and water are the most economical and easiest cleansers, also they are far less damaging to the hand.

Buy shapes and sizes that can be used for many different purposes.

Don't scrape pots and pans with sharp knives. Soak them instead.

Weds in Cumberland. Charles Benton Dove and Catherine Leichter, both of Connellsville, were granted a license to wed in Cumberland.

Advertise in The Weekly Courier.

NEW COUNCILMEN TO GO IN MONDAY MORNING AT TEN

Old Council Will Hand Over Reins of Office at Forenoon Meeting.

HOG ORDINANCE IS READ

Bill Permitting Raising of Pigs in City Introduced at Meeting Last Night; Stringent Regulations Are Fixed; Land Trade Is Concluded.

The last meeting of the old council was held Monday and a motion to adjourn called for a session next Monday morning at 9 o'clock, when the reins will be handed over to the new body that will take hold. The new council and Mayor-elect John Duggan go into office at 10 o'clock this morning.

A caucus of the new body will be held some time this week and the final plans for organizing will be outlined. It is not likely that any official business will be taken at the meeting Monday other than organizing. A meeting will then be called for Monday night, January 14, at which time the first regular session will be conducted.

There is no doubt but what M. B. Pryce, a re-elected member of the old body, will be retained as head of the department of public safety. It has filtered out that Dr. C. W. Utis is probably in line as superintendent of the department of accounts and finance with B. L. Hoag placed at the head of the street department, leaving Dr. Hoover as superintendent of the department of parks and public properties. The lineup of officials will be not definitely known, however, until after the meeting next Monday morning.

At a meeting of the old body last night, the ordinance permitting the raising of pigs in the city was introduced by Councilman John Duggan. It will not be passed on by the same body as the new council will have taken hold before the ordinance comes up for a vote.

The ordinance provides that pigs or hogs may be kept in the city provided a permit is secured from the Board of Health. Pigs cannot be erected within 100 feet of any avenue or street, or residence or business house. Neither can they be erected within the fire limits. The pens must be constructed in a workmanlike way, with board floors, put together in a manner to prevent leakage. The floor of the pen must not be less than two feet above the ground at any point.

Between the months of June 1 and October 1, the pens must be thoroughly cleaned twice a week. Filth must be removed so as not to leave the premises in an unsanitary condition. Any violation of the section providing for the cleaning of the pens is punishable by a fine of not more than \$20 in default of which 10 days will be served in jail.

Any person or corporation raising pigs in the city failing to secure a permit, or violating the ordinance in any way will be subject to a fine of \$50 or 30 days in jail.

The ordinance providing for the transfer of water street from Fairview avenue to South Alley, and South alley from South Arch to Water street, in return for land belonging to the Baltimore & Ohio railroad on the west side of Arch street was passed. The transfer of Water street for the railroad property will allow the widening of Arch street, which will also be paved in the future, giving another street to the South Side.

No other business was brought up at the meeting. All the councilmen with the exception of J. H. Guyon were present.

MONEY IN CIGAR ASHES

Are Rich in Potash Which Has Become Scarce and High Priced.

If a practicable plan for saving and collecting cigar and tobacco ashes can be devised it is possible to reduce thousands of tons of potash for fertilizer and other use. Tobacco is an oddity among plants in that fully 20 to 30 percent of its fiber is mineral substance, rich in potash. Its ashes contain 20 percent of potash and five percent of phosphorus, both valuable plant foods. An English expert figures that 45,000 tons of tobacco consumed yearly in this country yield 73,600 tons of ashes containing 2,700 tons of potash.

In this country the total is much greater, being estimated at 100,000 tons of ashes containing 22,000 tons of potash and 5,000 tons of phosphorus, valued at \$50,000,000. To devise a practical reclamation scheme is the chief problem. It has been suggested that we make a beginning by collecting cigar and tobacco ashes from hotel and club smoking rooms.

VOLUNTEERS FOR ARMY

Two Men Appear Before No. 5 Board and Want to Go to Training Camp.

John H. Williams of Morrell, a dratted, appeared at the offices of the No. 5 draft board Friday morning and requested to be sent to a training camp immediately. He comes in the first division of the draft, not having any dependents and will not have to sign a waiver of exemption. He has not yet been examined. The board does not have any transportation on hand at the present time, but if a request for the necessary blanks is filled soon, Williams may be sent to Camp Lee.

Another draftee named Smith, formerly of Dunbar, has also requested to be sent to the training camp. He is a brother of Cecil Smith, the first man on the lists of No. 5 registrants who enlisted in the Mosquito fleet before being called.

Advertise in The Weekly Courier.

AN UNUSUAL HONOR PAID TO CHAS. M. FEE, A CONNELLSVILLE BOY

Re-Appointed Court Crier on Unanimous Petition of Attorneys; First in History of Fayette County.

An unusual honor was paid Charles M. Fee, a native Connellsville man, when Judge J. Q. Van Swearingen on Monday appointed him to succeed himself as court crier for a term of 10 years. The re-appointment of Mr. Fee, which is the first in the history of the courts of Fayette county, was in recognition of his peculiar ability and fitness as demonstrated during his first term in this position. The honor is all the more noteworthy from the fact that the members of the bar of Fayette county unanimously joined in a petition requesting the appointment, which action, so far as known, has never been taken in any court in the state. In the petition of the attorneys it was set forth that:

"We believe that the decorum maintained in the courts of Fayette county is unsurpassed anywhere. This has been the subject of much favorable comment by visiting attorneys familiar with the courts of other jurisdictions, and we know it is a matter of great satisfaction and pride to your honors, as well as to the members of the bar. 'The maintenance of decorum necessary to the orderly administration of justice is the duty of the crier, and Mr. Fee has performed this duty as well as the various other duties of his office with credit to himself and fidelity to the court. 'We, therefore, submit to your honors that the reappointment of Mr. Fee would be in further recognition to the services of a courteous, efficient and valuable public official.'"

Mr. Fee's intimate knowledge of court routine; his wide acquaintance with people from all sections of the county and his urbanity and courtesy have made him a host of friends and contributed very largely to the value of his service as a public official. He was born in Connellsville and is a son of the late Captain T. M. Fee, who also served as court crier for some years preceding his death.

STREET CAR BURNS

Passengers Stranded at Pennsville Two Hours As Result.

Passengers on the last car from Scottdale to Connellsville were stranded at Pennsville for two hours Sunday morning when they had to abandon the street car in which they were riding after it caught fire from a broken trolley wire. The car is the second burned within three weeks, a 600 type being completely destroyed recently at Tarp. The car burned yesterday was a 200 type in charge of a local crew, Motorman Wendell Carroll and Conductor C. E. Bryner.

The car caught fire when it encountered a broken trolley wire at the Pennsville stop. A short circuit was formed by the broken wire, setting the car on fire. Passengers were gotten out of the car before the fire had gained much headway. It did not take long for the fire to completely burn the car up.

Passengers who had been returning to their homes here on the car were without shelter but they secured refuge in a nearby house. It was 3 o'clock before a relief car brought them into the city.

Workmen were immediately called out and put to work clearing away the debris and repairing the broken wire. In order to repair the trolley line the power over the entire system had to be shut off. The current was not turned off in time to save the car, however, nothing remaining of it except the tracks.

The workmen who were called out early in the morning to get the line repaired and the tracks cleared were breakfasted here later on.

The Girm Reaper

SAMUEL A. CHALFANT.

Samuel A. Chalfant, aged 63, died Tuesday morning at 11:25 o'clock at the home of his sister, Mrs. May Davidson at Perryopolis, following an illness of nervous complications. Funeral Thursday morning at 10 o'clock with Rev. J. C. Law, pastor of the Methodist Episcopal church officiating. Interment in Mount Washington cemetery. Deceased was one of the best known men in Fayette county. He taught school for a number of years in Hopwood, Luzerne township, Berksville township and Somerset county. He is survived by two brothers, J. K. Chalfant of Hillary, Washington county; E. K. Chalfant and one sister, Mrs. Mary Davidson, both of Perryopolis.

Deceased was a son of the late Dr. Samuel and Elizabeth Chalfant. He was graduated from the California State Normal.

MOSES SHAW.

While sitting at the lunch table at his home at Bradock Saturday, Moses Shaw, 61 years old, a well known real estate man of Bradock, died suddenly of apoplexy. Mr. Shaw had been engaged in the real estate business for some time past and had always enjoyed good health. Funeral services were held Sunday night from the family residence. Interment Wednesday morning at 10 o'clock in the Bradock cemetery. Deceased was born in Connellsville, a son of the late Mr. and Mrs. Reuben Shaw. He spent his early life here and was well known among the older residents of the city. From Connellsville he moved to Bradock, where he resided until his death. In addition to his widow he is survived by two sons, Reuben and Mack Shaw, and the following brothers and sisters: Mrs. William Trump and Mrs. William L. Bryner of Connellsville; Mrs. Theodore Davis of Donora; Mrs. Walter M. Both of Bradock; Mrs. L. M. Her-

James Daniel Humbert, 69 years old, one of the oldest and most highly esteemed residents of Dunbar, died Tuesday at 12:10 o'clock A. M. at his home on Speer's hill following a lingering illness due to the infirmities of old age. Funeral from the house Thursday afternoon at 1:30 o'clock and from the Methodist Protestant church at 2 o'clock. Rev. Theodore Darnell, the pastor will officiate. Interment in Mount Auburn cemetery. Funeral Director J. R. Feltz will have charge. Mr. Humbert is survived by four children, Charles Humbert of Dunbar, Curtis Humbert of Pittsburgh, John Stevenson and Miss Nannie Humbert all of Dunbar.

JAMES EDMONDS. James Edmonds of Kierfentown, died Saturday night in the Memorial hospital, Mount Pleasant, following an illness of pneumonia. He was 29 years old and is survived by a widow.

BRUNO MANCUSO HELD BY JURY FOR SHOOTING OF HIS UNCLE, SANTE PIZZEMENTO, ON DEC. 2

Young Italian Who Fled After
Affair Present at Coroner's
Inquest.

SANTE ABSOLVED BRUNO

Dying Man Told Many Persons That
Nephew Had Shot Him By Mistake.
Reason for Presence Outside Piz-
zimento Home in Not Brought Out.

Following an inquest conducted Friday afternoon by Coroner S. H. Baum into the death of Sante Pizzimento, Bruno Mancuso, a nephew of the dead man, was placed under arrest pending the action of the next grand jury. The inquest was held at the residence of J. L. Stader, the coroner's inquest room, and Bruno Mancuso, who fled after the shooting, was present. During the testimony he was not apparently nervous. County Detective John J. Smith was present, and Assistant District Attorney H. G. May, examined the witnesses. The verdict of the jury was "That the said Sante Pizzimento came to his death from a bullet wound in the head inflicted by Bruno Mancuso, we recommend that Bruno Mancuso be held awaiting the action of the next grand jury."

Bruno accompanied relatives of his and the dead man to the inquest. The testimony given by Sante's relatives was to the effect that the shooting was an accident, and that Bruno thought someone was in his uncle's chicken coop. When Bruno fled following the shooting, suspicion was directed towards him. Sante Pizzimento was shot Sunday morning, December 2, shortly after 2 o'clock, when he went out to investigate a noise which he had heard about his chicken coop. The coroner's jury was composed of J. B. Kurtz, F. J. Stader, John McClain, P. M. Rull, W. F. Brooks and Harry Stafford.

The first witness called was Charles Shipley, then of the police force, who said he and Officer James Francis were called to a house in East Fayette street, (the date of the month he had forgotten), and when they arrived there they found Pizzimento lying on the floor with a gun shot wound in the arm and another in the bridge of the nose. He was in bad shape and rolling about on the floor. He tried to talk with Sante but could not understand him. Later former Officer Shipley and Officer Francis, according to the former's testimony, went out into the yard and found a pool of blood about eight or nine feet from the chicken coop. They also found a small quantity of blood in the coop and one track. Officer Shipley was summoned to the house by Dr. E. A. McCombs. Former Officer Shipley accompanied the injured man to the Cottage State hospital, but as he spoke in Italian and broken English he could not understand anything he said. When former Officer Shipley arrived at Sante's home there were two Italian men and one woman there.

Officer Francis, the second witness called, testified to a story similar to that of Officer Turner. He said when he arrived at the house he found a man lying on the floor, with gun shot wounds, but did not talk with him. He said Sante stated that he heard some noise about his chicken coop and went out to see what had happened. Officer Francis said he and former Officer Shipley went to the chicken coop but it was dark and he could not see. Former Officer Shipley was carrying the flashlight.

According to Officer D. H. Turner, who was the next witness called, he and Officer P. M. Rull went to the house the following morning and later went to the Cottage State hospital where the injured man was a patient. He said Sante talked in English and Italian, and said his nephew fired the shot, but did not mention his name. Officer Turner said that it appeared to him as if the person firing the shot was standing behind a telegraph pole about 25 steps from the chicken coop in Sante's yard. There were tracks around the coop. He said he saw the bullet hole in the chicken coop but did not find the bullet. He found no tracks leading from the telegraph pole to the chicken coop.

John Smarto, the next witness called, said he was a son-in-law of the dead man, and had lived in Conneltsville for the past nine years and was employed by the Pennsylvania Railroad company. He had resided in East Fayette street about six months. John said he was in bed and didn't hear any noise, but he and his wife were awakened first and when he went down stairs he was standing by her father, wiping the blood away. According to John's testimony, Sante said his nephew didn't mean to shoot him. Bruno Mancuso had resided near the Smarto home for over five months and always came over to the Smarto home on Sunday. He and Pizzimento had not quarreled, according to Smarto's testimony. He didn't know whether or not Sante was drunk. When asked by Assistant District Attorney May why he didn't call the police, Smarto replied, "I didn't have time." When asked why he did not ask Sante who shot him, Smarto made the same reply.

Mrs. John Smarto, a daughter of Pizzimento, testified that he father had been out, coming in about 2:45 o'clock. She was in bed and he called to her. When she went down stairs she said her father exclaimed: "I got shot." He was bleeding from the head and said: "I got shot when coming out of the chicken coop." He didn't say who shot him while at the house. At the hospital Mrs. Smarto said her father stated that it was

HOUSE SHOWS MEAN DISPOSITION; THROWS FARMER AND HIS SON.

After Lucius Wable, a farmer of Meadow Run, near Ohio, had been thrown from his horse and painfully injured, his son, Billy Wable, mounted the same horse to go for a doctor to treat the old gentleman, but was shortly thrown himself by the horse.

The father will be confined to his home for some time, but the boy was lucky enough to escape with a few scratches and bruises.

from mistake his nephew, Bruno Mancuso, shot him. He said he went out to see his chickens. He always carried a key to the coop. She said her cousin, Louis Mancuso called the doctor. She did not go out of the house to see where her father was shot, but the next morning on going out to the chicken coop she found it unlocked. Louis Mancuso, a nephew of Sante and a brother of Sante's alleged murderer, said that he was in bed sleeping when the shooting occurred. He was awakened by the shots and went over to the Pizzimento home, but didn't talk to his uncle while he was in the house. When asked by Assistant District Attorney May if he didn't ask his uncle who shot him, he said he didn't say anything. He called the doctor, who on his arrival in a short time called the police. He said when he went to Sante's house his brother Bruno was not there and he didn't see him after 9 o'clock until 5 o'clock the following morning. At that time he was in his room. Bruno was in his room, according to the testimony given by his brother. He did not see him when he got up to investigate the shooting.

Catherine Pizzimento, the 13 year old daughter of Sante Pizzimento, was then called. She said she lived at the home of her cousin, Bruno and Louis Mancuso, having been reared by them. She went to bed at 9 o'clock and did not know her father was shot until the next morning. She said she didn't see Bruno after the shooting until he appeared yesterday. Her sister, Mrs. Smarto, told her that her father was shot, but at that time she did not know who was alleged to have done the shooting. The witness said her father told her at the hospital that Bruno shot him, but it was all a mistake and not to do him any harm. Sante said, according to his daughter's testimony, that Bruno thought someone was stealing his (Sante's) chickens.

The family of Sante Pizzimento has been rather unfortunate. Sante came to this country a number of years ago and after he had acquired sufficient money he sent to Italy for his wife and children. He hastened to New York to meet them only to learn that his wife had died on ship, and had been buried at sea. She left a family of three children, the youngest, Catherine Pizzimento, then 18 months old. She was reared by Bruno and Louis Mancuso, and the older sister, now Mrs. Smarto, kept house for her father and brother. Later the older sister married, taking her father and brother with her to her new home. Just when Sante had reached the period in life when he could take life easy he met with a tragic death. Mancuso was committed to jail. Attorney J. Kirk Renner, who has been retained by the defendant, was present at the inquest.

BANDITS ROB TAXI

Thrilling Wild West Hold-Up on Mason-town Road.

UNIONTOWN, Dec. 29.—A modernized version of the old-fashioned Wild West stage-coach holdup was pulled off near here shortly before noon yesterday when two masked bandits with leveled revolvers confronted Bud Smith, who was driving a taxicab containing two passengers on the Mason-town road, near Mason-town, with the old familiar "Hands up!"

Over \$300 was obtained from Smith and the passengers. One of the passengers was politely allowed to keep a \$10 bill with which to pay for the taxi ride.

Smith made all haste to Mason-town and informed the police of the holdup. Officers searched the woods about the place where the machine had been stopped, but failed to find a clue. Four holdups have been reported as taking place on this road in the last two days, the police say, all within a half mile of each other. More than \$1,000 has been obtained from the victims.

NAVY LEAGUE SHIPMENT

More Knitted Articles to be Sent Out January 21.

Mrs. J. Melvin Grey, chairman of the Charleston Comforts Branch of the Navy League, announces that the next shipment of knitted articles to the Navy League headquarters will be made on January 21. As the demand for knitted garments for the sailors is great, a plea is sent out for more knitters to help in providing articles for the shipment.

Persons who wish to do their bit by knitting for the sailors are asked to call at the Navy League office, No. 210, in the Title & Trust building for yarn. The office hours are from 2 until 5 o'clock every afternoon.

Kern Fractures Hip.

Austin B. Kern, a former steward of the county home, is confined to his Mill Run home with a broken hip. He suffered the injury when he fell on the ice between his house and barn. Mr. Kern is past 60 years old.

FAMILIES OF U. S. SOLDIERS WILL BE FINELY CARED FOR

New War Insurance Law Explained in
McAdoo's Statement Received
Here By J. F. Kurtz.

A statement issued by W. G. McAdoo, secretary of the treasury, to the officers and enlisted men and women of the army and navy, concerning the War Insurance law enacted by Congress, shows that the families of soldiers will be taken care of in a much better way than had been expected. The statement has been received by J. Fred Kurtz, chairman of the local Red Cross chapter.

To care for a wife and children during the service, the War Insurance law compels a soldier to give half his pay to the support of his family. The government then adds, on application, to this an allowance of from \$5 to \$50 a month, according to the size of the family. If an enlisted man makes some further provision himself for the support of a parent, brother, sister, or grandchild, they may be included in the government allowance.

If an officer or enlisted man or nurse is disabled as the result of an injury incurred, or disease contracted while in line of duty, provision is made for compensation of from \$30 to \$100 per month. Moreover, if he should die, there is compensation of from \$20 to \$75 a month for his wife, child, or widowed mother.

In order, however, to fully protect each person and family, Congress has made it possible for every soldier, sailor and nurse to obtain life and total disability insurance. This applies to injuries received while he or she is in the service or after he or she shall have left it.

The right for a soldier to take out the insurance is purely optional. Any soldier, any age and without medical examination, can take it out between now and February 12, 1918. No soldiers are compelled to take the insurance, but if they do, they must act between now and February 12. The cost ranges from 65c monthly at the age of 21, to \$1.20 monthly at the age of 51, for each \$1,000 of insurance. The premiums will be deducted from his pay, if he desires, thus eliminating trouble on his part.

To provide adequate protection until February 12, during the period when the soldiers and sailors are learning the details of this law, the government automatically insures each man and woman, commissioner or enlisted in the military service. It pays the man \$25 a month during total permanent disability; if he dies within 20 years, it pays the rest of the 240 installments or \$25 each to his wife, child, or widowed mother.

Secretary McAdoo says the insurance is the greatest measure of protection ever offered the fighting forces of any nation in the history of the world.

"It is not for charity," the secretary says, "it is simply justice to the enlisted men and women and to their loved ones at home, and each and every one of them should promptly take the benefits of this great law."

FARM MACHINERY

Winter the Time to Make Repairs, Agriculture Department Advises.

Advising that during the coming winter farmers should give careful attention to the work of repairing all machines which will be used next season, the Department of Agriculture says:

"The use of the largest and most improved farm machinery, always desirable, is of special importance. Where large acreages are farmed the largest machinery is the most economical."

"When new machines are bought or large farms to replace others still capable of service, it is suggested that the owners afford an opportunity to other farmers who operate on a smaller scale to purchase this replaced machinery at a reasonable price."

"All worn-out machinery should be sold for junk at the first opportunity, the specialists advise, first removing all bolts or other parts which might be useful in repairing other equipment. It is usually false economy to use a worn-out machine, as the time wasted with breakdowns and other delays, and the extra power required for its operation usually more than offset the saving effected by continuing it in use."

DISTRIBUTION POOR

Sweaters Should Be Sent to Headquarters, Not to Individuals.

Circulars are being sent out from the National headquarters of the Red Cross asking that chapters having knitted goods to send in, direct them to the national headquarters instead of sending them to some individual company of soldiers.

In some sections, chapters of the Red Cross have sent knitted articles to their own soldiers with the result that some men have several sweaters and knitted outfits while others have none.

The Conneltsville chapter has been sending all knitted articles to the national headquarters and will continue to do so.

RIDS ARE BROKEN.

John Senor is Hurt in Fall From Top of Ladder.

John B. Senor of Kellers Station, tax collector for Dunbar township, is confined to his bed with three broken ribs, suffered when he fell from the top of a ladder while climbing into his attic. Senor wished to get some books he had stored away, and just as he reached the top rung of the ladder, it broke.

In his fall to the floor he hit against the side of a bath tub, breaking three ribs. He could not move, but his calls for help were heard. He will be unable to be about for at least two weeks.

Advertise in The Weekly Courier.

MERCURY DROPS TO SEVEN BELOW SUNDAY MORNING

Official Thermometer Shows
Low Figure; Unofficial
Record 12 Degrees.

GAS PRESSURE IS GOOD

Little Trouble With Domestic Lines;
Coldest December Weather in Years
Causes Intense Discomfort; Cold
Wave Moderates Slightly Last Night.

The coldest December weather in years has been experienced in 1917, according to figures compiled at the West Penn offices here since, 1912. The mercury fell to seven degrees below yesterday morning on the official thermometer and at other places in the city as low as 12 below was recorded.

The drop in the temperature began Saturday night, when a cold wave enveloped the city. The frigid snap hung on throughout the day, the mercury never getting more than a few degrees past the zero mark, but during the night the cold moderated much. The coldest for Sunday night was two degrees above.

Reports from Mill Run for Sunday morning show a drop to 14 degrees below at that place. Figures for higher points could not be secured today. Points beyond Uniontown, especially Fairbairn, Masontown and Republic reported 14 and 15 degrees below. Dawson recorded 12 below.

The intense cold froze the Young river in places, the back water below the piers of the two bridges below covered with ice.

No other below zero weather has been experienced in December since 1914 when the mercury went to two below on the 16th and 18th. Zero was touched on the 15th of the same year. Nine degrees in 1913 was the coldest for December of that year with 15 degrees on the 12th and 13th in 1912.

There were but few persons on the streets Sunday and churchgoers made their trips on street cars. The gas situation was good. Sunday there were no shortages whatever of domestic lines despite the unusual demand due to the cold weather. The pressures have been kept practically at normal, through constant work, night and day, of gas company officials. The factories have not been turned on full.

RISBECK GOING SOUTH

Making Auto Trip to All Cantonnments from Washington to Jacksonville.

John H. Risbeck, national director of the L. O. O. Moose, enroute from Pittsburgh to Florida, stopped off at Uniontown Saturday morning. Mr. Risbeck, former local man, organized the local Moose lodge, the first Moose lodge in this section.

Mr. Risbeck and party are traveling by automobile. John H. Giles of Pittsburgh, Pa., was of William Fickert, associate national director of the Moose, is driving, the others in the party being William M. Robison, and Gilbert Morris, the staff photographer of the Pittsburgh Press. At Uniontown they were joined by Ewing Marshall. They found the roads good all the way in spite of the heavy snow.

They will visit all the cantonnments between Washington, D. C. and Jacksonville, Fla., among them Camps Gordon, Lee and Hancock, where Conneltsville boys are located. Mr. Risbeck has a list of all Moose members in these cantonnments from Ohio, Pennsylvania and West Virginia, furnished by the lodge secretaries, and he will try to extend the glad hand to all of them on behalf of the people back home.

Mr. Risbeck, who, by the way, will be a candidate for Congress in the 20th district, Pittsburgh, will then go to his winter home at Lakeland, Fla., where several Conneltsville people, among them F. O. Goodwin, D. C. Evans and W. E. Rice are located.

AUTO ROBES STOLEN

Thieves Take Costly Blankets From Cars Along Streets.

Automobile owners are after thieves who have been stealing robes and side curtains from their cars during the past few weeks. Between seven and eight robes were appropriated from cars standing on the streets during the past week and the police are at work on the case.

Owing to the cold weather, persons who have to use their cars place the robe over the engine to keep it from freezing. It is an easy matter for someone to walk past and lift the robe off. Side curtains have also been taken.

It is known that some persons who took robes have no cars but use the heavy rugs as blankets. The robes are expensive, costing between \$8 and \$35.

REAL ESTATE DEALS.

A. E. Waggoner Co. Sells Three W. S. Properties and One on East Side.

Three properties on the West Side and one on the East Side have been sold by A. E. Waggoner & Company. The Nickles home on Tenth street has been bought by Nick Rock, the Stauffer-Atwood property by John Sleigher, the Henry Johnston poultry farm by Layton Forsythe, and the John Shank property by William Harrison. The sale to Mr. Forsythe was for a consideration of \$2,100, and the sale to Mr. Harrison for \$2,400.

Filles Divorce Labeled.

George Dirrenzi of LaBelle has filed suit for divorce against his wife, Anna Dirrenzi. They were married June 17, 1910, at Charleston. Desertion on December 13, 1913, is alleged.

RED CROSS BENEFIT DANCE TO BE GIVEN HERE ON JANUARY 7

Armory Will be Scene of New Year's
First Big Social Affair; List of
Patronesses.

Ladies of Conneltsville, under the supervision of Mrs. H. P. Snyder, will give a Liberty War dance Monday evening, January 7, in the armory, the proceeds to be for the benefit of the American Red Cross fund of Conneltsville chapter. The dance is the first big benefit affair on the new year's social calendar, and owing to the scarcity of social functions since America entered the war, promises to be a large and enjoyable affair. Many guests, including the old and young folks, are expected to attend. Instead of issuing invitations, tickets at a dollar each, are being sold, giving all an opportunity to assist in swelling the fund for the benefit of the soldiers and sailors. Mrs. James B. Stader, chairman of the ticket committee, already reports the sale of a large number of tickets. Interested in the success of the dance and the welfare of the soldier and sailor boys, John Kiferle, the popular violinist, volunteered to donate a 10-piece orchestra for the occasion. Mr. Kiferle and his musicians, who are always at their best, promise to provide a program of the very best of the latest dance music. The dance is being given for a worthy cause and is deserving of a large patronage. The ladies in charge are untiringly working towards its success and feel assured that quite a large sum will be realized for the Red Cross. Buy a ticket and help to make the dance the largest and most successful ever held in Conneltsville.

The patronesses are Mrs. Sarah B. Cochran, Mrs. Charles Davidson, Mrs. Charles L. Gray, Mrs. Leggett Rush, Mrs. H. M. Kephart, Mrs. John Dugan, Mrs. D. K. Dilworth, Mrs. H. C. Hoffman, Mrs. L. P. McCormick, Mrs. J. J. Thompson, Mrs. W. F. Soisson, Mrs. T. B. Donnelly, Mrs. Samuel R. Goldsmith, Mrs. E. C. Higbee, Mrs. Basil J. Soisson, Mrs. Laurence Donegan, Mrs. James B. Stader, Mrs. James Rapoport, Mrs. James C. Moore, Mrs. Walter R. Goldsmith, Mrs. Edna Johnston Brendel, Mrs. W. J. Bailey, Mrs. O. L. Eaton, Mrs. James J. Driscoll, Mrs. P. H. McKelitt, Mrs. William Bruckman, Mrs. T. B. Echar, Mrs. Alice Atkinson, Mrs. J. D. Madigan, Mrs. J. J. Dougherty, Mrs. H. George May, Mrs. M. H. Pryce, Mrs. W. L. Wright, Mrs. J. Donald Porter, Mrs. George McCartney, Mrs. T. H. White, Mrs. Robert W. Leiberger, Mrs. H. J. Conell, Mrs. J. M. Rodd, Mrs. George S. Conell, Mrs. Robert S. Morton, Mrs. S. J. Harry, Mrs. T. E. Miller, Mrs. W. D. McGinnis, Mrs. D. Brooks, Mrs. Robert Norris, Mrs. Eugene T. Norton.

Mrs. W. O. Schoonover, Mrs. Meyer Aaron, Mrs. R. S. McKee, Mrs. Francis J. Stader, Mrs. William P. Sherman, Mrs. J. L. Schick, Mrs. Paul B. Dick, Mrs. E. K. Dick, Mrs. William Dull, Mrs. J. Raymond Mestretar, Mrs. Harry E. Schenck, Mr. J. R. Davidson, Mrs. Ralph K. Long, Mrs. Henry B. Brown, Mrs. Louis Featherman, Mrs. Alfred Kobacker, Mrs. Joseph L. Stader, Mrs. John Dugan, Jr., Mrs. P. E. Koehler and Mrs. A. P. Soisson. Tickets have been placed on sale at the trading store and at the Conneltsville Drug store.

ATTORNEYS INDIGENANT

Think Some Uniontown Lawyers Need a "Raking Up."

Local attorneys are indignant over the way Uniontown lawyers are working on the questionnaires. Men from Districts No. 2 and 5 who live here to Uniontown than this city have gone there to get help in filling in their blanks and have been politely told that they can get assistance in Conneltsville.

Local attorneys are helping any man that comes to them with a questionnaire. Just before Christmas men from Johnstown and Youngwood were aided and men from the Drawsville districts have come here.

If a man from the local districts goes to Uniontown, however, he is told that he belongs in Conneltsville. All county seat lawyers may not be doing this but several are. One local attorney this morning said said he "guessed it would be all the same to a man from Texas went to Uniontown for help."

BISHOP LEASES M'KINLEY

Local Man Will Run Apartments for Men Roomers Only.

The McKinley hotel, formerly leased by Edward W. Kayhart, has been taken over by William C. Bishop, who will take charge today. The name of the hotel has been changed to "The New Star" hotel. It will be for men roomers only.

Owing to the opinion in which the public looked on his establishment, Kayhart sold out to Bishop. The new manager at once made it clear that he would have no one except male roomers. The house gets its name "The New Star" from the fact.

Kayhart left town for Pittsburgh where he is engaged in the wholesale business. He will close his business there and may return to this city later to become a wholesale dealer here.

TO COLLECT INCOME TAX.

Special Officers Will Soon Come Into County, Lencilly Says.

Federal income tax officers will be sent into Fayette county soon after the first of the year to help persons subject to the tax make out their returns without any cost for their services. Collector of Internal Revenue, C. G. Lewellyn suggests that everyone start now to figure up his income and expenses so as to be ready with the figures when the officers arrive.

Returns for the year 1917 must be made on forms provided for the purpose before March 1, 1918.

Advertise in The Weekly Courier.

CARDS AND LETTERS TELL OF 15TH ENGINEERS' ACTIVITIES

A unique card has been received by the Conneltsville chapter of the 15th Engineers' Field Service Post. The card contains no writing except the date and signature of the sender.

On it are printed sentences such as: "I am quite well." "I have been admitted into the hospital." "I have received your letter—telegram—parcel, dated ———." "Letter follows at first opportunity." "I have received no letter from you lately—for a long time." "I am sick—wounded—and am getting on well—and hope to be discharged soon."

The sender of the card crosses out the phrases he does not require. The message of Shanli's card is: "I am quite well. I have received your letter dated November 5. Letter follows at first opportunity. Herbert C. Shank, December 8, 1917."

The card is one supplied to the men in the field. Across the top of the card is written, "American Expeditionary Forces. Field Service Post Card." No messages other than those printed on the card can be sent or it will not be mailed.

In a letter to his aunt, Mrs. H. L. Werner, Earl K. Russell, also with the 15th Engineers, says he is feeling fine and is enjoying life. "I have been receiving the papers regularly," he writes, "and although they are about one month old, they are enjoyed as much as if the ink on them were still damp. I enjoy reading about the boys in Camp Lee and in Augusta. They sure are having a picnic."

The letter was written on November 27, and Russell says the Engineers' Field Service Post card is making the weather very disagreeable. He adds at the close of his letter, "Everything is on the jump over here, and some say that we will have peace before spring. Here's hoping."

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FIRST RURAL POSTWOMAN IN COUNTY GETS APPOINTMENT.

The first woman rural mail carrier in the county is Lavinia Clements of Fairbairn Hill, Dunbar, who succeeds Charles P. Hughes, the former carrier of Route No. 2. The route is considered three times weekly and is one of the latest in the county. The trip yesterday was made in record time and both patrons and Postmaster McGee are pleased with her work.

The route goes up the mountains via Dunbar creek valley to Tucker Run. From there it runs up through the mountains to Greenbrier, and almost to Ohio. The return is made via Liston, New Laurel and Sandy Plains.

Mrs. Clements uses a horse and buggy in covering the route and her companion is a big dog. Mrs. Clements was born in the mountains and is well acquainted with every foot of her route.

On the first part of the trip the dog is tied under the buggy, but after passing Hay's hill, where the route becomes lonely, the guardian of the mail is not afraid of being molested, however.

The route is an extremely disagreeable one in the cold weather and the new carrier will be put to a hard test at times while going over the mountains.

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UNIT "L" BOYS ARRIVE AT FORT M'PHERSON; GLOOMY 8 HOURS SPENT IN CINCINNATI

Hospital Outfit Finds Ohio City An Extremely Unpleasant "Dump."

MEASURED FOR UNIFORMS

IN TENNESSEE, Friday, December 21.—This trip South in a day coach, sleeping three to a double seat and subsisting on sandwiches, fruit and coffee, up to the present, has had only one stretch of gloom—the eight hours we spent in Cincinnati. Years ago, I remember how Jess Dandy in "The Prince of Pilsen" used to ask "Was you ever in Cincinnati?" I realized then that it was a comedy line but I never knew how awfully funny a question it was until yesterday. So far as I can see there could be but two reasons for going to Cincinnati—because you had to to reach somewhere else or to get some of that stuff that made it (M)waukee notorious. The cruel Baltimore & Ohio dumped us (Hospital Unit "L") out here at 1.30 Thursday afternoon and we just had to stay until a Southern railway train was prevailed on to leave about 8.30.

Cincinnati is a dump. I would say, and every other fellow in this outfit feels the same way or worse about it. It doesn't seem to have a single redeeming feature except several railroad tracks and a few mud and mud roads. To cross a street you have to wade through a sea of mud and slush and if you attempt to cut across and avoid some of the mess, a white helmeted cop threatens to run you in. Water street is a boulevard to the street on which you emerge from the Central station.

In order to sustain myself until Uncle Sam's rations came around again in the evening, I went into a restaurant and ordered, among other things, a bowl of soup, noodle-flavored. The waiter served a bowl of hot water with globules of yellow grease floating around the top and what looked to be sections of garden hose submerged in it. I ignored the hose and tried to eat some of the liquid. It tasted like Cincinnati looking. The waiter took pity on me, removing the offending stuff, and brought the rest of my order, remarking as he did that he knew the soup wasn't a success. He didn't charge me for it, either.

The train platform at Cincinnati is like that described in "Three Men in a Boat"—the only way to make sure that a train goes where you want it to is to take the matter up with the engineer and beg him to be the 11.42 or the 12.23 or whatever else you might want to go out on.

Several of our fellows had unpleasant encounters with Southern dignity. One in particular threatened to have serious consequences. Scattering into a place which would not have been in existence if Ohio had gone dry, he met up with a big grassy gentleman who made it known that he was a chief of police in his home town.

"Oh, you're a chief of police, are you? Well, that's nice. Have something."

The chief was willing to be sociable. "Well, well, well, you're a cheeze of police; are you? I'm a barber myself but there's not much difference except maybe a barber gets his money honestly."

He smiled as he said it but the "cheeze" got very indignant. "See here, son, I accepted your invitation to imbibe, not expectin' to be insulted."

If he hadn't been so thirsty, there might have been a duel or something (Southern stuff).

The unit now has a mascot named "Wow" (WOW). The name came to him as a result of a speech delivered about 4 A. M. the morning after the first night out from Pittsburg.

"Unit L" it went, "we got to have a mascot. Every unit must have a mascot and I command you, if you see anything that creeps, crawls or moves or otherwise propels itself, to capture it. If you can, get a 'wow.' A 'wow' is the largest and most wonderful animal in captivity. A 'wow' only speaks every 17 years. But when he does speak—'WOW!'"

Naturally the pup somebody bought in Cincinnati was immediately named "Wow."

Sunday, December 23.—We arrived at Fort McPherson at 7 o'clock Friday night. Had coats, straw ticks and three blankets issued to each of us right away.

The fort is a big place, several thousand acres, in fact. Eight hundred seventy-five Germans are quartered in the barbed wire stockade about a mile back in the woods. Some time ago, 10 dog their way out. They were all captured, the guards say.

Everybody in the unit is well and all are anxious to get started on actual training. Were measured for uniforms Saturday and will get them Monday.

Mr. Sherman, formerly city editor of The Courier, is the only Connellsville man in Unit "L" which was organized by the Allgheny General hospital of Pittsburg. There are a number of Mount Pleasant and Scottsville men in the unit.

Fort McPherson, Ga., Monday, Dec. 24.—"He who hesitates gets left."

This paraphrase applies to Army mess with a vengeance. It's a case of grab and grab quickly, for, like as not, if you don't get some of this or that before it gets by you aren't likely ever to see it again. A day of strenuous duty as K. P. (kitchen police), taught me early where to look for the food on the tables and where to sit to get the most of it. The system is to straddle a stool opposite two dishes of whatever they are dishing out, grab a spoonful of one with one hand and keep the other one from being grabbed off by someone else with the other. They cook for about 480 men and if they're all on hand the late bird is sure to get hungry. If, as on Saturday, a lot of men are in

town, there is more than enough. Nothing is wasted, however. What is left of the beans or peas goes back to the cooks, who mix it with something else and bring it back again at the next meal. The idea of Army cooks seems to be to adhere strictly to the mess idea. If they have some potatoes and some meat, they mix them all up together in a mess and serve it that way. The identity of the meat is lost in the potatoes and vice versa.

On my day in the kitchen, I saw some tomatoes stewing in a big vat and my mouth watered at the idea of partaking of my most highly esteemed vegetable. Alas, when the delectable dish was served it consisted of equal parts of tomatoes, beans, peas, hominy, corn, bread crumbs, potatoes, pickles and onions. Serving it this way they do not need so many separate dishes.

A signal honor came to me on my first day in the Army. Along with about 25 other unfortunates, I became a K. P. (explained above). My first act in this office was to don a white coat and an apron not so white and proceed to the kitchen where they set me to carrying potatoes. However, it was inspection day and it was more important that the area or more of the mess hall be cleaned, so the sergeant yanked me off the potato job and told me to get a mop and bucket of water. It was my first experience with a mop and I set out valiantly to wet the floor all over. I was succeeding fine when a Regular Army man took pity on my ignorance.

"Say, sport," he said, "you're not much at that; are you?"

"I'm getting it wet all over," I retorted. "Isn't that the big idea?"

"Not by a jugful," he said. "Lemme show you."

He then proceeded to demonstrate that by wringing the mop out with your pink fingers, and then mopping the way the boards run, you can cover more ground with less energy and do a better job. I followed his instructions with the result that the sergeant told me confidentially that I was the best mopper he had.

"Well, you forgot that you ever saw me," I replied. "I'm a rotten mopper from now on."

After the mopping was done, I noticed a commotion at one entrance to the hall. An important looking person with an eagle on his collar was speaking in a loud and insulting tone of voice to a helpless sergeant who stood with his hand in salute position while the other person told him to get some clothespins and get them quick if not sooner.

The boss of the works (the colonel in command of the Post), couldn't find anything wrong with the mess hall, so well had I done my work, but he had to criticize something, I suppose, so he told them not to pile the stools on the tables when they cleaned up next time. The colonel didn't say a word to me, although I stood ready to treat him as my equal if he made any advances.

This class distinction in the Army gets me. When I get to be a boss, like the colonel, I'm going to have everybody salute everybody else. I'll be more clubby. As it is here now, a common private, no matter how extraordinary he may have been in civil life, just salutes throughout the living day and whenever anything unusual happens at night his first impulse is to bring his hand up to his hat in salutation to somebody, or something.

When in doubt, salute, is a good rule to follow.

At that Army life isn't so bad. They keep you busy all day, send you to bed early and front you out again while the day is still an infant. But they give you comfortable barracks, lots of bedding and good substantial eats.

We are in training with about 10 other hospital units, the training of which indicates that they are to be used close to the front lines in Europe. The course averages about five weeks. Ours is Unit L, in charge of Major S. V. King, one of Pittsburg's best surgeons. There will be about a dozen doctors, ranking as captains and lieutenants, and 20 nurses, together with 48 or 50 enlisted men. Dr. Bursholder of Mount Pleasant is doing a lot in building up a fine morale in the unit. He seems to be generally popular and the other officers, although not so well known to us, are fine chaps.

The Army Y. M. C. A. seems to be doing a great work. It has two buildings at the Post and one for the Germans interned back in the woods. Tonight the Christmas entertainment is scheduled to begin at 7 o'clock. The platform is loaded down with gifts for the soldiers and there are two Christmas trees, one either side. Hundreds of men will be entertained on Christmas by Atlanta people, the arrangements being made by the "Y" men.

Captain Porter, of Vanderbilt, Leaves at Expedition of Furlough.

Captain Ous Porter has returned to his command in Arizona after visiting at the home of his parents, Mr. and Mrs. S. E. Porter of Vanderbilt over Christmas. Captain Porter and his company only recently returned to San Francisco after doing service in the Philippines, and is now stationed at a post in Arizona.

Edward Marotta, another Vanderbilt boy, arrived home this morning from a North Carolina training camp for a 10 day furlough. On his return he will be transferred to El Paso, Tex. Marotta has traveled much since he enlisted. He joined the infantry at Columbus, O., and was sent to Gettysburg. Later he was stationed in Boston and then in North Carolina. He will now go to El Paso.

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REJOINS COMMAND

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500 BLANKS SENT OUT BY ONE DRAFT BOARD; AID NEEDED

Last Request for Helpers Made, As Every City Attorney Will Be Swamped.

CHARGE FOR AFFIDAVITS

Several Unpatriotic Notaries and Justices Assessing Registrants for Administering Oaths; List of Questionnaires Out by January 8th.

Five hundred questionnaires were sent out Wednesday by District No. 5 alone and registrants will soon be asking the members of the legal advisory board for assistance.

A number of men have volunteered their services and women can also be used. The work of answering the questionnaire is not difficult but the work is tedious and time is necessary.

The last lot of questionnaires will go out by January 9, meaning that all will be returned by the 16th. Five per cent of the number of registrants are being supplied each day, and seven days is given to have the questionnaires filled in and returned to the draft offices.

Registrants in the rural districts are in some cases being assisted by school teachers and men with clerical ability. There are too many registrants for the few persons answering them, however, and some men in the outlying districts have to come here to get aid.

A number of the registrants are complaining, and very justly, about the unpatriotic and selfish imposition of a few notaries, justices of the peace and other persons authorized to administer oaths through the charges made for that service.

With what is happily a few exceptions persons having this authority are not only making no charge for filling out the affidavit required on the questionnaire, but they are willingly and gladly rendering every form of assistance they can be to registrants in the troublesome job of answering the 16 pages of questions. This is regarded as one of the ways of rendering service and the opportunity is welcomed by every person except those who see in it a chance to exact a fee.

The attorneys who are acting as advisors to registrants and scribes of other citizens who are assisting both registrants and the local boards, are doing this work at great sacrifice of their own time and opportunities and without thought or expectation of compensation. That some of those who administer oaths cannot take the same patriotic view of the matter is all the more discreditable. If the practice to make charges were general, or had been authorized by the draft regulations, registrants would offer little objection, inasmuch as the disposition everywhere and by practically everybody has been to perform any necessary service without charge, the few who have insisted upon doing so are making themselves unpleasantly conspicuous in their respective neighborhoods as being unwilling to do their bit except at schedule rates.

Friends of the registrants who are interested in the question are of the opinion that the attention of our courts should be called to the matter.

STAR JCT. GIVES \$1,500

Wonderful Record Made in Red Cross Membership Drive.

Star Junction came to the front with almost 100 per cent of her population as members of the Red Cross when returns from the drive here indicated that \$1,500 had been raised. The 1,200 employees of the Washington Coal & Coke company comprise almost the entire population of the place, and from this it is figured that a dollar was secured from a very large percentage of residents of Star Junction.

Remarkable spirit was shown at that place as the drive did not open until Friday night, when a public meeting was held in the Star Junction auditorium, and closed Monday night. Austrians, Italians and many other foreigners took out subscriptions, and showed much interest in the campaign.

The Star Junction Red Cross is a separate unit under the Uniontown chapter.

Mount Braddock also turned out strong with \$367, representing as many members. The canvassing committee there deserves much credit for the efforts extended in getting the subscriptions, as practically the entire town was combed.

ENGINEER KILLED

Sticks Head Out Cab Window; Struck by Telegraph Pole.

CONFLUENCE, Dec. 27.—Bonnie Brown, the popular C. & O. branch engineer, met with a painful accident while switching cars at Watson, Pa., yesterday. When he looked out of the cab window to get the brakeman's signals, his head was struck by a telegraph pole which was leaning toward the track.

Brown was knocked unconscious, but he was rushed to his home here and given medical attention. He is resting easily.

MILLER WINS RACE

Awarded Prize Given by J. W. McClure for Selling Most Stamps.

Mail Carrier J. W. Miller won the carrier who sold the largest amount of War Savings and Thrift stamps up to and including December 24. His total was \$2,172.24.

Other prizes, given by Postmaster W. D. McGinnis, were won as follows: Second, W. H. Friend, \$1,453.21; third, A. L. Seaman, \$1,044.01; fourth, Charles M. Raymond, \$725.25; fifth, S. R. Cox, \$279.05.

Another Paper Goes to Two Cents.

The Uniontown Morning Herald announces that beginning January 1 the price will be advanced to two cents.

Advertise in The Weekly Courier.

MANY INTERESTING EXPERIENCES FOR 15TH ENGINEERS

Local Boys Attend Queer Little Church and See Tanks Go by, Shank Writes.

Interesting experiences for the 15th Engineers, in which there are many Connellsville boys, are related in two letters sent home by Herbert Shank, one of the members of the regiment, now in the war zone "somewhere in France." The first letter, dated November 11, says:

"This morning I was in a Protestant church. First time since I left home except the meetings we used to have when we had a 'Y.' The preacher spoke in French and the songs were all French, but it was church just the same. Protestant churches are scarce here. This one is about half the size of our Sunday school room (the Christian) and there were 26 people there besides our fellows. There were about 15 of us. So you see the church isn't very large. There weren't any men folks except the preacher and our gang. There was no choir. The preacher spoke from a sort of a cage which was built from the end wall about halfway from the floor to the ceiling, and which had a sort of a stairway leading to it. They have a young pipe organ which a lady played in dandy fashion. Kind of sounded like home. If we stay around here very long, I expect to go there often.

"Still raining every day and night. Hardly know how firm ground feels. But we are lucky, I guess, according to what the fellows in the first line have to put up (censored)."

"I wish you all a merry Christmas. Guess this will reach you about that time. I have received the sweater sets, cakes and candy, socks and cakes, and a box of cookies. Chewing gum can only be bought at the 'Y' and 'Y's' are scarce."

The second letter, dated November 19, follows:

"Do you know what happened 21 years ago next Friday? Never thought I'd spend my 21st birthday here, but guess this is about as good a place as any just now. It's like the skipper said the other day. (We call the captain the skipper. He sure is a dandy fellow). We were formed ready to go to the 'job' and he was giving us some pointers. In his speech he said: 'Hell knows, I'd rather be any place but here; but we're here and must make the best of it. That's about the sentiment of all of us. We're in and going to stick it out. The Couriers are coming pretty regularly now. In every mail I get several of them. Saw in the paper that they had quite a time in Connellsville Hall on New Year's night. Suppose the kids had some time. Suppose they gathered at our house."

"Saw three tanks the other day. They don't look very dangerous at a glance, but those things climb trenches and go through wire as though nothing was in their way. About four weeks ago the large rifles issued us at Oakmont were collected and shipped back to the States for the new army to train with. In their place we got the new U. S. Army rifle. She sure is a daisy. Not so big or so heavy as the other, but shoots harder and uses a larger shell. The new bayonets are longer and better than the others, too. Most all the real scrapping is done with cold steel. Have you heard what the Italians did to the Germans down on the line. They got them in a low country, then threw a couple of rivers on them in other words, they 'swamp' them. Saw a bunch of prisoners packed in box cars today. They were a 'down in the mouth' looking bunch. Started to write this letter three times. Wishing you all a merry Christmas."

GOLDEN WEDDING

Ruffsdale Couple Celebrate 50th Marriage Anniversary.

Surrounded by their children and grandchildren, Mr. and Mrs. J. H. Bryan celebrated their golden wedding anniversary Christmas at their home near Ruffsdale. After exchanging Christmas greetings many valuable presents were distributed. At noon an elaborate dinner was served. During the afternoon a program of singing, prayer and praise service appropriate to the occasion, followed by addresses by "Grandfather" Bryan and his grandsons, was carried out. A most enjoyable day was spent by all.

Six daughters, accompanied by their husbands, and 15 grandchildren of Mr. and Mrs. Bryan, attended. Mr. and Mrs. W. B. Keller and family of East Crawford avenue, were among the guests. Mrs. Keller is a daughter of Mr. and Mrs. Bryan.

MONEY EXCHANGE LOSS

Must Be Assumed by the Customers of Private Bankers.

The difficulties surrounding sending money by residents of America to their friends in the warring countries of Europe, as pointed out recently in the columns of The Courier, together with the hardships which ensue for both parties to the transaction, are emphasized by a decision just made by Deputy Attorney General Kim.

In an opinion given to State Bank Commissioner Lafuze it is declared that private bankers who endeavor to transmit money to foreign countries, and who are unable to do so, are not to be held liable for any loss incurred in reconverting the amount into American currency. The opinion was given because of situations arising where bankers had been unable to send money and the different rate in exchange causing a loss to the customer.

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ON WAY TO BUILD MUNITIONS PLANT, 400 ARE FED HERE

Government's Enlisted Workmen File Out of Train and Demand "Eats."

RESTAURANTS ARE RUSHED

2,500 Sandwiches and 60 Gallons of Coffee Were to Have Been Ready for Them, But Orders Never Reached Here; Water Street Scene of Meal.

Water street was the scene of an evening meal for 400 men Thursday when a trainload of government employees bound for Maryland stopped here that the men might have something to eat. The men were brought in on the Baltimore & Ohio railroad from Detroit, Mich., and were enroute to Baltimore, Md. They will be put to work on a munitions plant near that place.

The men left Detroit Tuesday night, traveling in day coaches. A special train hauled them. Among them were bricklayers, plumbers, carpenters, stone masons, laborers and men of all trades needed in erecting a big plant. They were not soldiers, but are enlisted by the government to do such work.

It seemed to have been understood that 2,500 sandwiches and 60 gallons of coffee were to be ready here when the train pulled in, but no provision for them had been made. When the train stopped the hungry men piled out, but there was not a single bite ready for them. They refused to go any further without eating, claiming to have done without food for most of the day.

The restaurants along Water street were given orders to prepare sandwiches and coffee for the men. The street and platform of the Baltimore & Ohio station was filled with the workmen. They arrived here about 6.20 o'clock and by 7.30 about 500 sandwiches had been issued, together with about 20 gallons of coffee.

As fast as the restaurants could prepare the food it was given out to the men, and they did not leave until every one's hunger had been satisfied. The men wore civilian clothes and were of all ages.

It was Connellsville's first experience in feeding a small army of men on so short a notice. With the hotels and restaurants doing all they could to help out, it did not take a great while to satisfy the hunger of all the men, but some criticism was expressed for the lack of efficiency which allowed the men to travel without eating and get off here where no orders for food had been placed.

PICTURE ON DISPLAY

Camp Hancock, Where Pennsylvania Boys Are Located, Is Shown.

L. W. Horner has on display in his store window on West Crawford avenue a picture over five feet long, showing Camp Hancock, Augusta, Ga., where the boys of the Pennsylvania regiments are stationed.

On the picture a red arrow indicates where the 110th regiment is located. The picture was brought by Dr. and Mrs. F. H. Horner of Wilkinsburg, who recently returned from Camp Hancock after visiting their son, Lieutenant Frank Cree Horner of Company E, 111th regiment. They also visited Sergeant E. J. Horner, of this city, who is with the headquarters company of the 110th regiment.

The people of Augusta speak only in the highest of terms regarding the Pennsylvania boys, Mr. and Mrs. Horner say. Every one of the soldiers is regarded as a gentleman by the southerners. The camp itself is so ideally situated that it arouses comment. It is the second healthiest camp in the country, Camp Meade topping it by one per cent only.

BRICKLAYERS FOR ARMY

Crowder Issues Call to Draft Boards; Men to Go to France.

Provost Marshal General Crowder has made requisitions upon the governors of the states for bricklayers, 1,000 of whom are needed in France by General Pershing. The governors are requested to call upon the local boards to examine returning questionnaires, and to report the names of all bricklayers to the adjutant general as promptly as classifications are made.

In case bricklayers are found in the deferred percentages of quotas under the old draft, they are to be drafted and sent at once. In case bricklayers not yet classified apply for voluntary induction into the service, they may also be sent at once. In the latter case the men will be sent to the Kelly Aviation Field, San Antonio, Tex. White men only will be accepted for this service.

McKEVITT IN FRANCE

Card Received at His Home Here Says He Arrived Safely.

A card received this morning from Charles A. McKevitt, says he has arrived safely in France. He says he will write later. McKevitt is with the quartermaster's detachment of clerks. He was in training at Camp Lee and transferred to New York.

McKevitt with the company of clerks sailed for France on December 3.

Get Marriage Licenses.

David Frank Taylor of Bigler and Leah Mary of Scottsdale; Carl D. Logan and Ruth E. Bodenheimer of Scottsdale; George W. Seelman and Edna Rhodes of Smithton; Robert Banks and Beatrice Jordan, John Lewis Smith and Susie Smith of Scottsdale, were granted marriage licenses in Greensburg.

Claim for Wages.

Mrs. Elizabeth Bailey of Uniontown is the plaintiff in a suit brought by Charles Swalski, who, making a claim for back wages, asks \$169 with interest.

Two Families Are Made Happy on Christmas Day.

Two families were made happy on Christmas when the stork paid them a visit, leaving a son at one and a daughter at the other. Mr. and Mrs. Frank Veimer are receiving congratulations upon the birth of a bouncing baby boy on Christmas morning at 8.40 o'clock. The new arrival is the first child in the family.

Mr. and Mrs. Jacob Yencum are the proud parents of a daughter, the second girl in the family. The other two children are boys. Mrs. Yencum was formerly Miss Catherine Russell.

LIEUT. PAULL, AVIATOR AND NEPHEW OF J. T. JOHNSTON, IS FATALLY INJURED IN FRANCE

Signal Corps Man, Victim of Airplane Accident, General Pershing Reports.

PARENTS ONCE LIVED HERE

The first soldier fatally injured in France, with relatives here, was First Lieutenant James D. Paull, son of Joseph R. and Anna Johnston Paull of Pittsburg, formerly of Connellsville, and a nephew of Joseph T. Johnston of East Crawford avenue. Lieutenant Paull, who is with the Aviation Section Signal Reserve Corps, died December 26 as the result of an airplane accident. General Pershing advised the War Department.

News of the young Pittsburg officer's death was received on Christmas Eve at the home of his uncle, George Paull of 1919 Heberton avenue, Pittsburg, where his parents and many relatives had gathered to celebrate Christmas Day. The news came from Washington over long distance telephone.

Lieutenant Paull was born in Pittsburg April 19, 1886. He attended the Lawrenceville school at Lawrenceville, N. J., and entered Princeton University. He was graduated from Princeton last June, while training in the government aviation camp at Essington, near Philadelphia. He received the training camp in May and entered

the commission of first lieutenant in October. He sailed for France last October 27.

Lieutenant Paull is survived by his parents, one sister, Miss Josephine Paull and his grandfather, James L. Paull of Pittsburg—his grandmother, Mrs. James L. Paull, died recently in Pittsburg, the internment taking place in Connellsville. Lieutenant Paull's great grandfather, Robert Galloway, was a noted leader in the Civil War. His uncle, David Cummins, was killed in the Mexican war, and his great-grandfather, Colonel James Paul of Fayette county, was a veteran of the Revolutionary and Indian wars. Although never residing in Connellsville, Lieutenant Paull had relatives and friends here. His parents were married in Connellsville, the ceremony being solemnized September 13, 1894 at the Singer residence in Peach street, now owned and occupied by W. F. Seisson and family. Mrs. Paull before her marriage was Miss Anna Johnston, a sister of Joseph T. Johnston of East Crawford avenue and of Mrs. Jennie J. Singer of Pittsburg, formerly of this city. She is a cousin of Mrs. James M. Reid of West Peach street, and of Mrs. A. C. Overholt of Scottsdale. Mr. Paull was employed at the Second National bank, then located in the old Wehe building. After leaving Connellsville Mr. and Mrs. Paull located in Washington state and from there removed to Pittsburg, where they have since resided.

MAJOR DE SAULLES DIES; ONCE MANAGER OF DUNBAR FURNACE

Death Hastened by Killing of His Son, John Longer DeSaules, By Divorced Wife.

Major Arthur Bruce DeSaules, 78 years old, father of John L. DeSaules, who was shot by Bianca DeSaules, his former wife, died last week at Bethlehem, Pa. Major DeSaules succumbed to a complication of ailments and death was hastened by the killing of his son. Major DeSaules earned his title in the Confederate army.

Major DeSaules, back in 1893 or 1894 was manager of the Dunbar Furnace company. Later, he took charge of the Oliphant furnace, at Oliphant, near Uniontown. He removed from the Connellsville region when he was made manager of the New Jersey Zinc company.

Major DeSaules is remembered by many people of this section. John Longer DeSaules, the victim in the now famous murder case, was born at Dunbar, while his parents were living in this region.

TO ISSUE THREE-CENT STAMPED ENVELOPE AND TWO-CENT POSTAL CARD

Former Bears Embossed Portrait of Washington and Latter Profile of Jefferson.

The Postoffice Department issues the following description of the new 3-cent stamp on stamped envelopes and of the new 2-cent domestic postal card:

The embossed stamp on the new 3-cent stamped envelope is printed in purple ink and is in the form of a circle about one and one-eighth inches in diameter. In the center is embossed the head of Washington in profile looking to the left. The sides and upper portion of the border carry the words, "United States Postage," in white capital letters, and within the border beneath the head is the word "cents" with the numeral "3" on each side inclosed in a small white circle.

The size of the No. nine

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